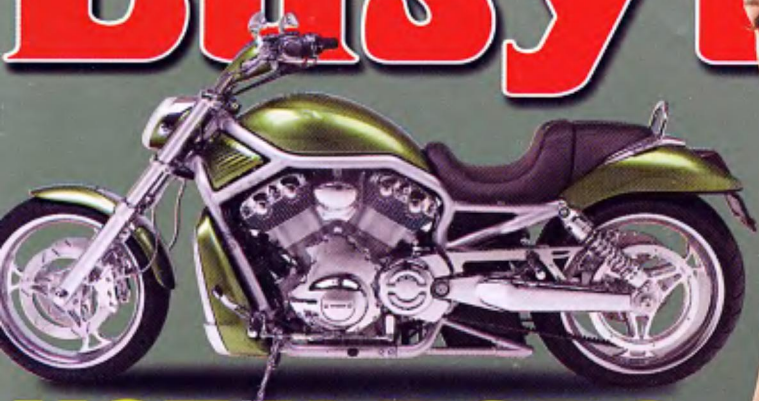


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358 • April 2003

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Speed

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154.156mph

TEMP: 82.5F



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Taking It Easy

Fresh from our "And How Was Your Day" File. Despite the increasing modernization in a village in India, its work comes to a halt after the first full moon in September. At this special time, **males divide into two groups** to gather rocks and throw them at each other, attempting to injure as many people as they can. (At sunset they stop, nurse the wounded, and return to normal life.)

After five months of nightly practice, a guy in Ohio beat 16 finalists (out of 50,000 entrants) for the \$1 million DeWalt **power-screwing championship** by drilling five screws in less than seven seconds. But a paltry \$1,200 first prize was offered in the international championship of the World Rock Paper Scissors society (what the hell is that?).

A newspaper in Santa Cruz, California, was reporting on the town's shrinking 1960s-'70s hippie population. They interviewed, among others, Mr. Climbing Sun, Mr. Shalom Dreampeace Compost, and **Mr. Chip**. Other residents such as Darting Hummingbird Over a Waterfall, Moonbeam Moonbeam, and "XXXXXXXXXX" were not available for the interview.

Here are a couple of actual 911 (and unedited) tapes: **RRRRING.**

Operator: 911. Do you have an emergency?

Caller: Yeah, we're at the corner of Hollywood and Vine, and we can't find Jack Nicholson's star.

Operator: I'm sorry, sir. This is for emergencies only.

Caller: Oh, for heaven's sake. You don't know where Jack Nicholson's star is?

RRRRING.

Operator: 911 emergency.

Caller: What?

Operator: 911. What are you reporting?

Caller: Who is this?

Operator: You called 911. Is this an emergency?

Caller: What the —? Ella, were you playing with Mommy's cell again?

Operator: Please keep your phone away from your child, ma'am.

Caller: Ella's my cat.

Our tax dollars at work: The State Department awarded a \$15,000 **"outstanding performance" bonus** to the head of the office that permitted 13 of the 19 Sept. 11 hijackers to enter the country via expedited U.S. visas.

Did you know that a **dromedary camel** can glug down 27 gallons of water in 10 minutes? (Well, now you do.)

We've mentioned great and unusual works of art in the past. Well, a Chilean sculptor-painter had a government-funded exhibition called **Oils on Dogs**. It consisted of paintings on the embalmed cadavers of a dozen roadkill dogs he had found on the city's streets. Needless to say, the animal rights activists were appalled at his lack of respect for the dogs.

Here's a top-notch lawyer story: A lawyer purchased a box of very rare and expensive cigars and insured them against fire, among other things. Within a month of having smoked his entire stockpile of these great cigars and without yet having made even his first premium payment on the policy, the lawyer filed a claim against the insurance company. In his claim, he stated that the cigars were lost "in a series of small fires." The insurance company refused to pay, citing the obvious—that the man had consumed the cigars in the normal fashion. **The lawyer sued—AND WON!** In delivering the ruling the judge agreed with the insurance company that the claim was frivolous. But he stated nevertheless that the lawyer held a policy from the company in which it had warranted that the cigars were insurable and also guaranteed that it would insure them against fire, without defining what is considered to be unacceptable fire and was obligated to pay the claim. Rather than endure a lengthy and costly appeal process, the insurance company accepted the ruling and paid \$15,000 to the lawyer for his loss of the rare cigars lost in the "fires." NOW FOR THE BEST PART: After the lawyer cashed the check, the insurance company had him arrested on 24 counts of ARSON! With his own insurance claim and testimony from the previous case being used against him, the lawyer was convicted of intentionally burning his insured property and was sentenced to 24 months in jail and a \$24,000 fine. (Serves the bastard right!)

Teamsters local opened its brand-new meeting hall to unfavorable reviews by representatives of union locals representing construction workers, plumbers, electricians and other trades. According to a newspaper report, the Teamsters had the hall built with **nonunion labor** because union work was too expensive.

And finally, from our "Weird Fuckers Department": Here are a couple of examples of people who just couldn't wait for the real thing. A man was convicted of indecent exposure and sentenced to 90 days in jail. He was the subject of neighbor's complaints after he appeared nude in his back yard and used a pumpkin **to sexually gratify himself**. Another man was convicted of disorderly conduct in Scotland after witnesses and police testified that he rolled around on the ground, simulating sexual intercourse with an orange and white traffic cone.

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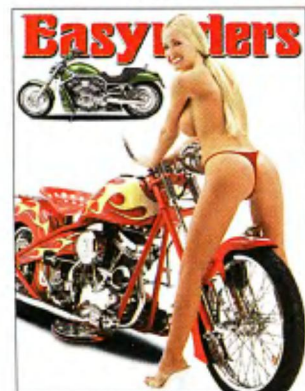
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Denver's tractor chop with killer Katie shot by John Wycoff. Downtown Harley's V-Rod shot by Scott Cook and James Warren. Special imaging by Mark Evangelista.

The next liver-quiverin' issue goes on sale April 8th, 2003. Printed in the USA.

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WordMonger



Apologies to Harley

Our January 2003 issue of *Easyriders* and *V-Twin* was packaged for the newsstands with a 48-page outsert entitled "100 Years of Harley-Davidson" as a tribute to the motor company's 100th Anniversary. We tried to give an accurate overview of where the company came from and where they are going. It was our way of thanking H-D for a century of great motorcycles, for their passion to the sport and their long commitment to the lifestyle we love.

However, Harley-Davidson has an excellent team of lawyers whose job it is to ferret out any and everyone who might be using their company logos and materials in an unauthorized fashion. Long story short, Harley's legal team thought that readers might think our outsert was somehow authorized by Harley-Davidson as an "official" history of their company and that the use of their 100th Logo (as seen on the tank of every 2003 Harley out there) might add to the illusion that our outsert was somehow sanctioned and blessed by the H-D motor company.

The Harley lawyers also suggest that we used archival images from their excellent book *The Big Book of Harley-Davidson* by Tom Bolfort without giving Harley proper credit for the photos.

In light of all this, we here at *Easyriders* would like to make things right with Harley-Davidson and apologize for any impression, real or imagined, that created the effect that our outsert was an "officially sanctioned" history of Harley. That was truly not our intent. We simply wanted to pay homage to the company that produces the motorcycles we love. Secondly, we were given permission from the Harley-Davidson Communications

Department several years ago to use any images we wanted from *The Big Book of Harley-Davidson* in a similar outsert called "100 Years of Motorcycles" since *The Big Book of Harley-Davidson* was out of print at the time. It is our understanding that the book has recently been revamped, revised and is available once again in a 100th Anniversary edition. We therefore apologize to Harley-Davidson for the use of their archival photos in our outsert without giving full photo credit to Harley-Davidson Archives and also want to apologize directly to Mr. Bolfort. We love your book Tom and hope that it does very well in its newly revised edition.

We want the public to know that Harley will be offering an "official" 100th Anniversary publication which will be produced by *Forbes* magazine later this year. We look forward to seeing it.

Finally, we thank Harley-Davidson for the use of images off of its Media Web site and acknowledge and give Harley-Davidson full credit for these great images.

Easyriders values its relationship and on-going business partnership with Harley-Davidson Motor Company. We're sorry if we ruffled any feathers on our favorite "eagle who soars alone."

—Dave Nichols, editor-in-chief

Response to "The Truth"

This is in response to the letter "The Truth" from Billy Kennedy in the Dec. '02 issue. He states that he has never found a dealership that sells Harleys at list price and doubts that any actually exist.

Elyria Harley-Davidson in Ohio (just west of Cleveland) sells new bikes at MSRP every day. The catch? You may wait six months to a year for your bike. I've purchased two bikes from these folks and can tell you it's worth the wait. They're really the nicest people you could ever hope to do business with.

They can be contacted at:

Elyria Harley-Davidson Sales

561 Cleveland Street

Elyria, OH 44035

440-365-7354

Also, kudos to the *Easyriders* staff for publishing lots of photos of women who ride. I've been riding ever since my father taught me at the age of 13. Although the numbers of female riders are increasing, I think every gal should have one. Trust me, ladies, the view is better from the front.

Renée Tyler

Rocky River, Ohio

Set Shit Straight

After reading the letter called "Canadian Brothers" from Mac Pullin of Sheridan, Illinois, in the March '02 issue, I had to write and set this shit straight.

Not all the younger generation are chicken-shit pukes! The problem is that Mac is listening to talk radio. Only chicken-shit pukes would call in and whine on the radio in the first place. If Mac thinks they're a good representation of the nation as a whole, he needs to get his head out of his ass.

My son had signed up for the Marine Corps before graduating high school back in May 2001 and was scheduled to start boot camp in December of 2001. On September 12 he called his recruiter and requested to start ASAP and ended up leaving on September 17.

In December 2001 I had the honor of going to the graduation ceremony at the Marine Corps Recruit Depot in San Diego and what I saw were several hundred very proud young men who were ready to do whatever it takes to protect our freedom. I'll bet if you asked any of these new Marines, they would also say that they don't want the draft to be reinstated. They would rather not have to trust their lives to the chicken-shit pukes that don't want to be there in the first place.

Kent Andersen
Phoenix, Arizona

More Info

Here's a response to "A Response" in the December '02 issue.

Okay, Wild Bill, yes, I knew the XL series was not the only right-side final drive H-D (chain). It is a simple thing here. Most people who ride a Harley out there now have never heard of Peashooter, WL, K, ST, D or the military XA. Also G or WR model bikes.

There are lots of things about Harley I know about (I'm 69 years old). I could mention the 1980s advent of the final drive belt isn't H-D's first. From 1903 through 1913 most H-Ds had leather belts. The 1913 model 9B was, however, a chain final drive.

One other item about Harley. The first carburetor of any design on H-D's first (not the very first) models was not Holly. It was designed and built by Ole Evinrude around 1905 or so (maybe a couple of years later). Then for a long period of time Schebler carburetors were used.

Anyway, Wild Bill, thanks for the info.
David Prestigliacomio
Hudson, Florida

Thanks for the history lesson, David.

David Mann Tribute

Just finished reading the February issue and really enjoyed the article on the David Mann tribute bike (Page 94). It's good to see that *Easyriders* remembers its roots. Hats off to the tribute bike's builder and owner, Tig for creating a true piece of rolling art. I'm also glad to see that David Mann still appears in *Biker* magazine.

Sam Houston
Dallas, Texas

Digs Don Loos

Man, the bike starting off your February issue (No. 358, Page 8) just blew my mind. A righteous red rigid with a Springer front end and it's a knucklehead to boot! This is what a custom chopper ought to look like. The builder, Don Loos, sounds like he knows his stuff. Could you give me his contact information, please?

William Clever
Norfolk, Virginia

You'll find Mr. Loos at 513-353-1446.

Sheetmetal 101

I've been enjoying the series on custom sheetmetal you've been running. It makes it look a lot easier to create your own personalized tanks and fenders than I thought. They make it look like it's some sort of magic on TV, but really, it looks like anyone could do it with the right tools and some patience. I have some questions for your resident metal wizard. Could you hook me up?

Jason Wynorski
Miami, Florida

Sure thing, Jason. You can reach Mitch Bergeron by calling 760-772-6690.

Wants Trashy Women

Hey brothers, the bikes are looking real good in *Easyriders* these days. It's bitchin' to see all the old-school rigid choppers in the rag. But whatever happened to all the big, nasty, ho-lookin' girls with the great big titties, and big hair and too much make-up that you used to have in the mag? I like lookin' at big nasty girls who look downright trashy! It's 'cause when I look at 'em I just KNOW they'd party hardy and do me down and dirty, ya know what I mean? I know ya'll can find some nasty women out there to put in your magazine. How 'bout it!

Johnny Lee Biggs
Fayetteville, North Carolina

How about we just send those big ol' trashy women right over to your place.
Johnny Lee.

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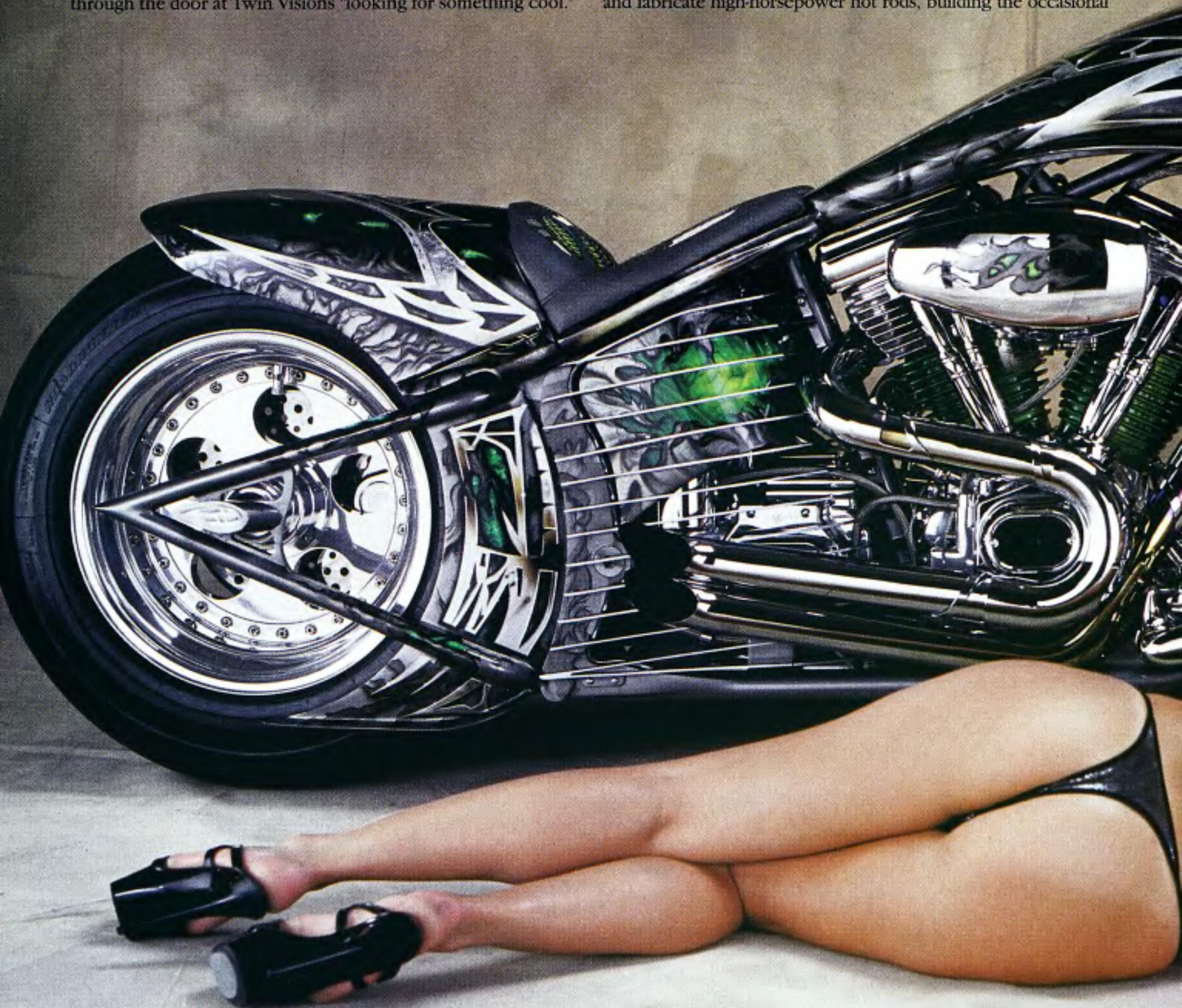
A VISION OF SPEED

Mike Sullivan's Twin Visions in Dublin, Ohio, builds only a handful of complete bikes a year. Mike works them in around all the performance jobs in the shop "because that's about all my nervous system can handle," he jokes. Since he's limiting the number of ground-ups he takes on, Mike can be picky, choosing to build only all-out, no-compromise machines. Like this one.

This bike has grabbed a third place Best of Show at the Easyriders Bike Show in Columbus, Ohio, in 2002; it's knocked 'em over at the Rat's Hole show in Daytona, Florida, and as if that weren't enough it was also hand-picked to go to the giant Essen, Germany, extravaganza, one of only about a dozen motorcycles attending. And all of that is exactly what Charlie Simon, the bike's owner, was hoping for when he walked through the door at Twin Visions "looking for something cool."

That's exactly what Mike likes to hear at the start of a project. "When I get a customer with an open mind, a guy just asking for the coolest bike we can build him, I know that together we'll be able to make magic." Of course Mike'll sit down and try to "get inside the guy's head a little," figuring out what floats his boat, what sort of motorcycle he really wants, even though he doesn't know it yet. With Charlie, Mike quickly got a feel for Charlie's high-power, high-speed lifestyle, and his assortment of exotic Euro sports cars, Beemers, Ferraris, and Porsches. "And that did it," says Mike. "I knew right off I'd have to make this guy's motorcycle fast, and make it look fast, too, even when it's parked and resting on its sidestand."

The go-fast part came easy. Mike used to race NHRA drag cars and fabricate high-horsepower hot rods, building the occasional



"I knew right away I'd have to make this one fast, and make it look fast, too, even resting on its sidestand."

— MIKE SULLIVAN, TWIN VISIONS





Owner:.....Charlie Simon
City:.....Dublin, Ohio

General

Fabrication: Twin Visions
Year and make: ..2002 Special
Construction
Model: Vision Craft
Assembly: Twin Visions
Time: 6 months
Chroming: Superfine Shine

Engine

Year and model:.....2002 V-twin
Rebuilder: Twin Visions
Ignition: Crane
Displacement:117 cubic inches
Lower end: S&S
Balancing: S&S
Pistons: S&S
Cases: STD
Heads: Hot Shot
Cam: S&S
Lifters: JIMS
Carb: S&S
Air Cleaner: EMP

Pipes: SuperTrapp
"Crack Pipes"
Modifications: Twin Vision
"high-performance"

Transmission

Year: 2002 JIMS 5-speed
Engine sprocket: S&S
Trans sprocket: 37-tooth
Wheel sprocket: 70-tooth

Paint

Molding: Twin Visions
Painter: Airtight Graphics
Color/type:.....Smoked
Pearl/DuPont
Special paint: by Airtight
Graphics

Frame

```

Year: ..... 2002
Builder: ..... Ameri
Type: ..... softail-style
Rake: ..... 39 degrees
Stretch: ..... 5 inches forward;
          ..... 4 inches up
Modifications: ..... absolute

```

Accessories

Bars: Twin Visions
Risers: Twin Visions
Fender(s): Twin Visions
Headlight: Twin Visions
Taillight: Twin Visions
Speedo: Dakota Digital,
recessed

Pegs: EMP
 Electrics: Wire Tec
 Gas/Oil tanks: Twin Visions
 Oil system: S&S
 Primary cover: HiTech
 Seat: .. Twin Visions/Prism Print
 Mirrors/Grips: EMP

Forks

Type: Harley Deuce/Amen
Extension: 8 inches
Builder: Twin Visions

Wheels

Type: Amen "Holy Wheels"
Tires: Avon
Brakes: Arlen Ness
Photos: Terry Jordan

motorcycle on the side. But since the Harley thing took off he hasn't looked back or touched a four-wheeler since. But with that racing background most of the business at Twin Visions is pure performance. A full machine shop, flow benches, and dynamometers attest to the seriousness of the effort. Putting together a stout 117-inch motor, using the best of S&S, STD, Axtell, Crane, and a host of others, was second nature. Mike tossed in plenty of his own special machine work, too, especially around the heads, valves, and ports. There's no question about it, Charlie's engine can hang with the best of them, and then some.

Looking for the right lean, mean, all-speed stance to go with this power, Mike picked an Amen frame package, completing it with a set of Amen "Holy Wheels." The front end, an 8-over fork using Harley Deuce lowers, are from Amen, too. From there on, however, it's all Mike and Twin Visions. Aero-lite streamline tubing was added between the downtubes to form a series of permanent spoilers, mimicking the aggressive grille work on some of Charlie's sports cars. The theme was carried onto the gas tank and around the oil tank, too. Mike admits to trying the fin thing out on a few other surfaces, too, but knocking 'em off just as soon as he tacked them in place. "Hey, sometimes things work, sometimes they don't," he laughs. Mike successfully used the same tubing material for the bike's handlebar, though, neatly tying the theme together.

If you're getting the feeling that Mike can build a sweet bike, you're right. Twin Visions does just about everything on the build, too, farming out little more than the chrome plating and upholstery. Mike says he has a background in custom painting, too, and used to paint his own bikes, "but we can't handle everything in-house, not anymore," he says. Nearby Airtight Graphix takes care of the colors now.

That "going fast while sitting still" theme? Mike made sure that was expressed in the paint, too, big time. With the bike mocked up in bare metal, Mike assembled his team on a Sunday afternoon, brought in a couple buckets of fried chicken, and told everyone they weren't leaving until a paint scheme had been decided on and designed. Mike kicked off the session himself, saying the bike had to look like it was going so fast it was starting to burn. Well, the guys from Airtight Graphix, fortified with the Colonel's best, did him one better. Their paint job, accented with what the guys call their "space jewelry," makes Charlie's motorcycle look like it's broken the bounds of Planet Earth and it's accelerating through the universe. Now there's some speed!

And Charlie Simon couldn't be happier trying to hang on. Neither could Mike Sullivan. "Bikes like this can change a life," he says. "I'm just glad I had the chance to be a part of it."

—Joe Kress





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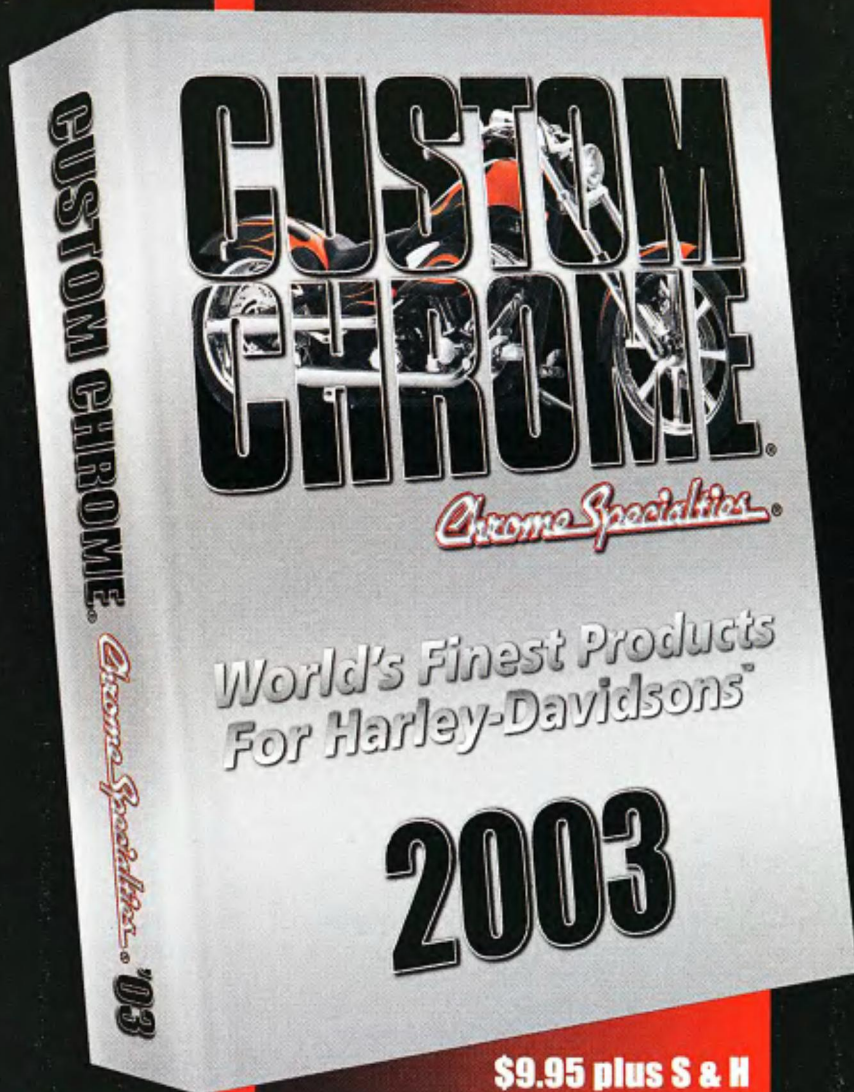
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Howard's Horns' Gorilla Cables

Stock battery cables are only composed of 133 strands of wire, so Howard's Horns can upgrade your electrical system with their Gorilla cables. These puppies feature no less than 1,800 strands of tinned copper wire, which makes them extremely flexible, and they are connected to 24k gold-plated, solid-copper lugs. Howard's says that gold is the best conductor of electricity and is used extensively by NASA, and the photography, audio/video, and marine industries. Howard's also claims that their Gorilla battery cables will meet or exceed OEM standards.

Check out their new Web site at www.howardshorns.com for more info or call 770-992-0034.



Belt Drives Limited's Top Fuel Street Drive

Belt Drives Limited has recently released their massive 3 3/8-inch belt, Top Fuel Street Drive conversion. This monster is a complete bolt-on package that's designed to be a direct replacement for the chain assembly on all Softail, Dyna and Twin Cam models after 1990.

Featuring the same 14mm x 85mm belt used by Top Fuel racers, the unit provides "unequaled strength, durability and reliability," says BDL. The company's 6 3/8-inch Kevlar clutch features a system-specific pressure plate and nine springs for maximum adjustability. The Top Fuel Street Drive is offered in two specific kits.

For complete details on the Top Fuel Street Drive call 714-685-3333 or catch the complete line of BDL performance products at www.belt drives.com

Get The Skinny On MID-USA's Latest Fat Frame

The newest product from MID-USA's Hardbody by Rolling Thunder line of frames is a single front downtube chassis with 1 3/8-inch tubing to achieve the sought-after "fat look." It's TIG welded for maximum strength and durability and when combined with the correct right-side-drive transmission, it permits the use of a 250-series rear tire and 1 1/2-inch-wide drive belt without offsetting the engine. "This setup is arguably the best way to run a 250-series tires as it keeps the mass centralized in the frame, producing a better handling motorcycle," says a recent MID-USA product release. The single downtube on this frame adds a custom look. Other features include a 1-inch rear axle that's designed to withstand maximum torque from a large displacement engine. The frame also comes with a built-in fork stop designed to be used with a billet-type fork bracket (flat lower tree) or a Hardbody by Rolling Thunder springer front end. Each frame comes with hidden axle adjuster bolts, 3 1/2-quart oil tank with mounting brackets, flush-mounted rear fork pivots, integrated transmission mounting plate and a Manufacturer's Statement of Origin.

For information see your MID-USA dealer or log on to www.MID-USA.com.



New Handlebar Control Kits Come With Chrome-Plated Switches

These new handlebar control kits from Drag Specialties feature die-cast OEM-style metal housings with chrome finish. Switches with lettering come preassembled with 48-inch wire leads. They're available with 9/16-, 5/8- or 11/16-inch-bore master cylinders for all '72-'03 models. Kits include clutch lever assembly, master cylinder assembly, housings with switches and hardware and retail between \$309.95 and \$399.95.

For more info, click on www.dragspecialties.com or see your Drag Specialties dealer.



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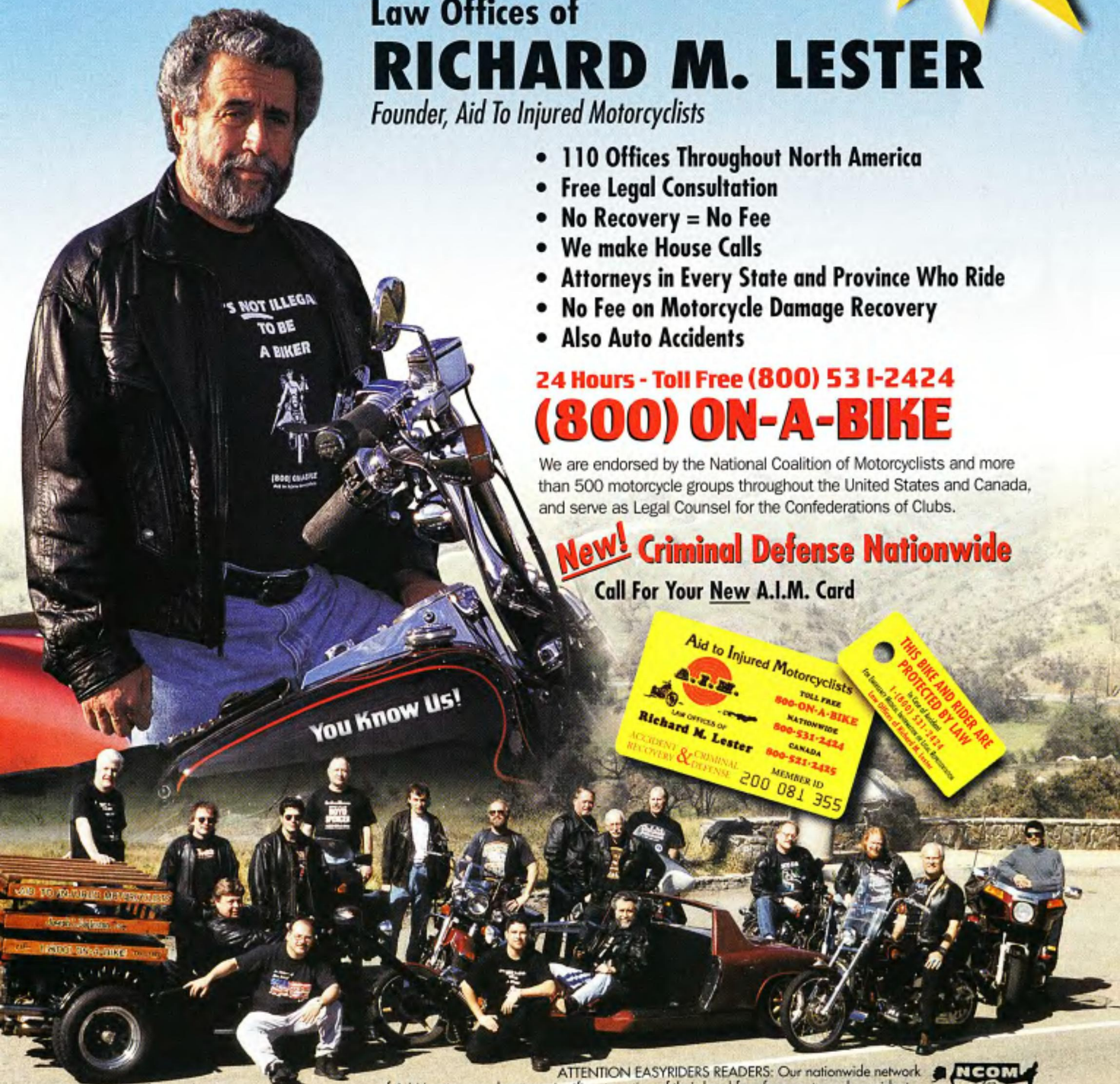
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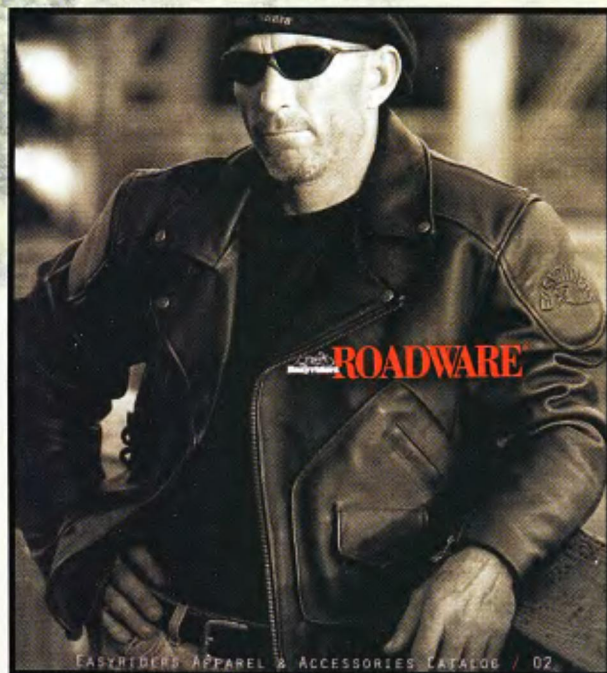


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PETER'S PLEASURE

Twisted And Purple

After literally bumping into Rod Requejo at the 2000 Easyriders Bike Show in Pomona, California, Peter Pirzadel felt he'd finally found what he was looking for. Peter had come to the show that year, as he'd done at many others before, to find out what the hot local builders were up to.



He discovered that Rod's bike shop, Twisted Metal, in Irvine, California, just happened to be located near his hometown. Sure, there was a lot of killer hardware on display but Peter took an immediate liking to the soft-spoken bike builder who originally hails from Argentina, and the originality of what he was building.

Twisted Rod, as he's known to friends, was pretty much born with a hammer and torch in his hands since his dad and uncle brought him up in the shop they owned, where hand-building Formula I racing cars was the daily task at hand. Moving north as a teen to an area outside of L.A. known as "the Valley," Rod took to hangin' around the local bike shops and garages of the older, local bikers from the area. Rod tips his hat to guys like Tiny, Mondo, and Painter Joe for lettin' him watch as they built wild, custom choppers in their garages outta old parts using torches and hammers just like his

father, Fernando, had done with the cars. These varied forces inspired the young transplant to build wild-but-rideable choppers using the one-off ideas he transforms into rolling reality.

Ya see, Rod hand-forms all of his fenders, tanks, and just about any other piece he dreams up, from heavy-gauge steel or aluminum. Then, using a vast collection of hammers, an English wheel and a shop full of toys—he heats, welds, pounds, and twists the metal until he's happy with the shape. Any gussets or areas of the chosen frame that need contouring or customizing are also done with steel and lead—no bondo. On display in Pomona were some rolling chassis that exemplified that artistry and Peter was hooked. Rod's bikes had that sleek, lightweight, old-school charm—but are seemingly built to bulletproof specs. His heavy-gauge, internally strutted rear fenders and gas tank mounts are evidence of this.





Peter let Rod have a lot of free-reign with the machine after the basic specs were discussed. Rod chose a Diamond Chassis to build the softail-style frame, which was stretched 6 inches up and 4 out, and equipped with a Spyke inverted fork. Rod also hand made the 1-piece bars and risers with a built-in speedo and fit with Ness controls, making for a clean, simple view of what you might call a "cockpit" from the gator-wrapped perch that was stitched by Bitchin' Rich's Custom Seats.

The 80-inch Harley Evo mill was stripped, polished and only mildly hot-rodged by the Twisted Metal crew, since the lightweight bike needed to be reliable and tractable for Peter's pleasure. A 6-speed Baker gearbox allows Peter to make the most of the small displacement mill, while twin belt drives were chosen for propulsion.

Once the bike was on wheels and the

driveline in place, Rod was able to work his magic. With hammer in hand, he beat the metal into submission—each blow slowly forming every luscious curve. Even the gentle de-bossed lines in the gas and oil tanks were pounded by hand, adding an art deco touch to this modern masterpiece. One of Rod's trademarks is the frame treatment where the area in front of the seat meets the tank. Steel rod is welded in place then filled and ground so it outlines the seat and gives shape to this "problem" area. The internally supported rear fender and supports are another fine example of steel giving way to the forces of Rod's hammer. This design affords the look of a rigid with the ride of a Softail. Sweet. And take a peek at the top motor mount/plug wire cover for another piece of Rod's handiwork.

Once Rod and Peter were happy with the overall design, the pounding ceased and the parts were whisked off to nearby

Mission Viejo. There Mark Lavallo, owner of Hot Rod Harleys, applied the House of Kolor 5-tone chameleon purple paint, complete with an octopus-like skull on the tank—visible only at certain angles, when the light hits it right.

Performance Machine was called on to supply the wheels and binders since Peter wanted everything on the bike to be first class, and the look of the mag wheels really seemed to enhance the bike's form and needless to say, the Performance Machine brakes work great.

Peter's been riding the bike for over a year now, and still keeps Rod busy with subtle changes like different pipes and ideas for what's in store on his next bike. If you'd like to get yer metal twisted, give Rod a call at his new, larger facility by calling 949-716-6510—if he can hear the phone over the hammers. If not, try www.twistedmetalcycles.com.

—Boxcar



Owner: Peter Pirzadel
City: Irvine, California
General
Fabrication: Rod Requejo/
Twisted Metal
Year and make: 2001 Twisted
Metal Custom
Model: Custom Chopper
Assembly: Twisted Rod
Time: 8 months
Engine
Year: 1999 Harley-Davidson
Builder: Twisted Metal
Ignition: Crane Hi-4
Displacement: 80 cubic inches

Cam: Andrews EV 3
Carb: Weber
Pipes: Martin Bros.
Transmission
Year: Baker 6-speed
Painting
Painter: Hot Rod Harleys
Color: 5-tone chameleon
Type: House of Kolor
Special paint: Mark Lavallo
Frame
Year: Diamond Chassis
Type: softail-style
Rake: 46 degrees,
(w/6-degree trees)

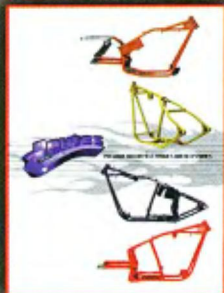
Stretch: 4 out and 6 up
Shocks: Legends Air Ride
Accessories
Handlebars: Twisted Metal
Risers: see above
Handlebar controls: Arlen Ness
Fenders: Twisted Metal—
handmade steel
Headlight: Headwinds
Taillight: Paul Yaffe Originals
Speedo: Arlen Ness
Pegs: Arlen Ness
Foot controls: Arlen Ness
Gas tank: Twisted Metal
Oil tank: Twisted Metal

Oil system: dry sump
Seat: Bitchin' Rich Custom
Upholstery
Mirrors: Euro Components
Grips: Arlen Ness
Front end
Type: inverted
Builder: Spyke
Wheels
Make: Performance Machine
Size: 21-inch front;
18-inch rear
Tires: Avon
Brakes: Performance Machine
Photos: Ken Ross



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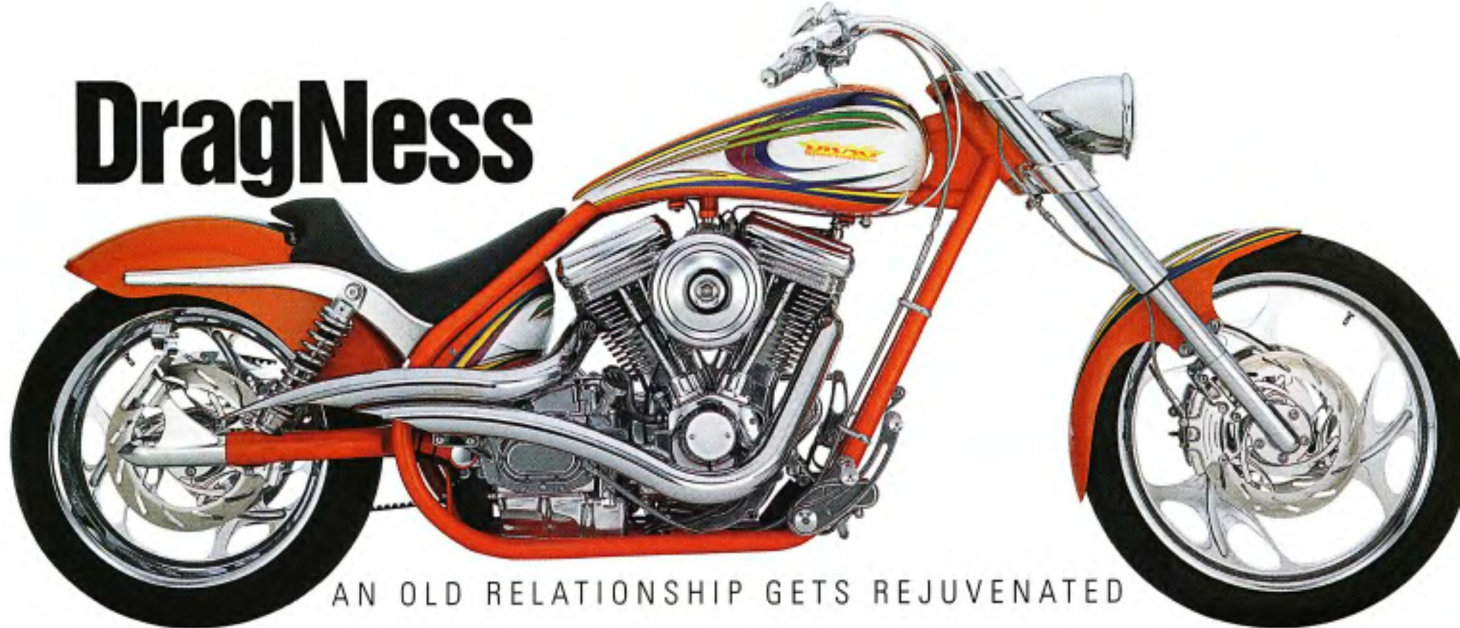
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DragNess



AN OLD RELATIONSHIP GETS REJUVENATED

It's certainly no big secret that Arlen Ness and the folks at Drag Specialties have had a long and fruitful business relationship. Arlen's designed not only numerous parts and accessories now included in the voluminous Drag Specialties catalog (there's a total of 83 Ness entries, from air cleaner covers to voltage regulators, in the index of Drag's 2002 Fat Book), but also the occasional two-wheeled stunner intended to reaffirm said relationship and promote the individual businesses involved.

So it should come as no surprise that the bike you're looking at was built for the same, specific purpose. The only difference here is that Arlen had absolutely nothing to do with it. Credit for the design and building of this bike goes entirely to Arlen's son, Cory.

"The premise behind this bike was to rejuvenate the relationship between the two companies," says Tom Motzko, director of new products and vendor relations at Drag Specialties. "It's been

about 10 years since Arlen built the last one for us, so we thought it was time to have Cory build one for us."

As Cory puts it, "Drag just recently picked up our wheel line, and so we thought that would be a good opportunity to promote that fact with another project. And since I handle the majority of the new product, and new product is our main connection with Drag."

After brainstorming the matter with Arlen and Cory at last year's Daytona shindig and deciding which parts to use, "We started out with the Y2K 250 rubber-mount frame that Cory designed," Tom adds. "And that was the basis for the whole project, because it lends itself perfectly to the bike's profile. It's kind of a dragster-looking thing to begin with."

Aside from the frame and the inverted FlatNess front end, which are available only from Arlen Ness Enterprises, nearly all other parts are taken from the Drag

Specialties catalog. We're talking such products as the awesome 121-inch TP Engineering motor, the Wernimont-designed Cobra front fender, the 5-inch stretched Independent gas tank, the Ness-designed Bruiser rear fender and Psycho wheels, as well as the SlashNess pipes, just to mention a few. The tranny, by the way, is "a factory item with one of our 1-inch extended main shaft kits that comes as part of the frame package," Cory says.

"What you have here is the latest and greatest we have available in our catalog, and the whole thing brings us into the new millennium," Tom explains. He adds that the bike will soon be seen in various ads, the company's own *Drag Magazine*, and different shows around the country, such as the Love Ride, the Cincinnati and Indianapolis trade shows, and many bike rallies around the country.

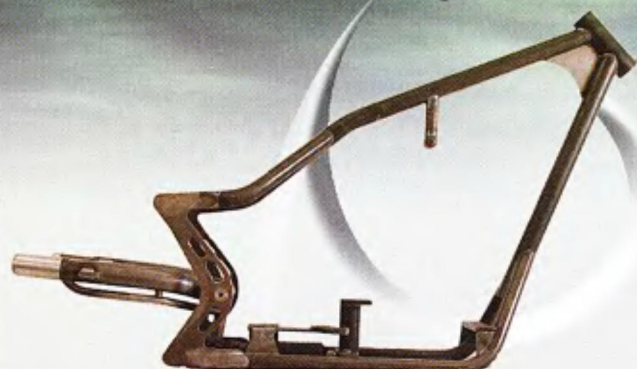
For more info on these and many other parts available from either Arlen Ness Enterprises or Drag Specialties, check their Web sites—Arlen Ness Enterprises: www.arlenness.com; Drag Specialties: www.dragspecialties.com.

—Red Baron



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If it's of interest to bikers, we'll print it.

Chief Line for 2003

New Indian Chief Vintage Leads Line



Indian Motorcycles' all-new Indian Chief Vintage celebrates the golden era of American motorcycling with full-bodied, full-dressed styling. Key features of the Chief Vintage include handcrafted leather seat and saddlebags, front and rear engine guards, rounded windscreen, and a polished aluminum luggage rack.

The heart of the Chief Vintage is the Powerplus 100-inch V-twin engine designed and developed by Indian. Distinctive and unique to Indian, the serrated appearance of the polished rocker boxes and rounded cylinders pay tribute to Indian's past. The Chief Vintage drivetrain features a constant-mesh, 5-speed transmission, primary chain drive and rear belt drive.

The Chief Vintage chassis is based on a reinforced, large-diameter backbone and KW rising-rate, monoshock rear suspension with adjustable preload. New with the Chief Vintage are front and rear engine guards similar to those found on Indian motorcycles in the '30s, '40s and '50s.

Up front, the Chief Vintage features a set of high-performing Paioli 41mm hydraulic forks. The new Chief also comes with clear-lens driving lights that are signature details of vintage Indian motorcycles. Adding to the comfortable ride of the Chief Vintage are wide 130/90-16 whitewall tires mounted on 60-spoke chrome wheels. Brembo 4-piston brakes front and rear complete the package.

Indian's Chief Vintage retails at \$24,995. Click on www.indianmotorcycle.com for more info on the new Chief, or any of the other Indian models.

—Lafayette

Let Easyriders Make You A Star!

DISCOVERY CHANNEL AT DALLAS BIKE SHOW

How would you like to get your mug on national TV? Wanna be the next Billy Lane? Well, the Discovery Channel will be shooting *The Great Biker Build-Off Part Two* at our Easyriders Dallas Bike Show on April 5. Be there and you might just see yourself on this great Discovery Channel show!

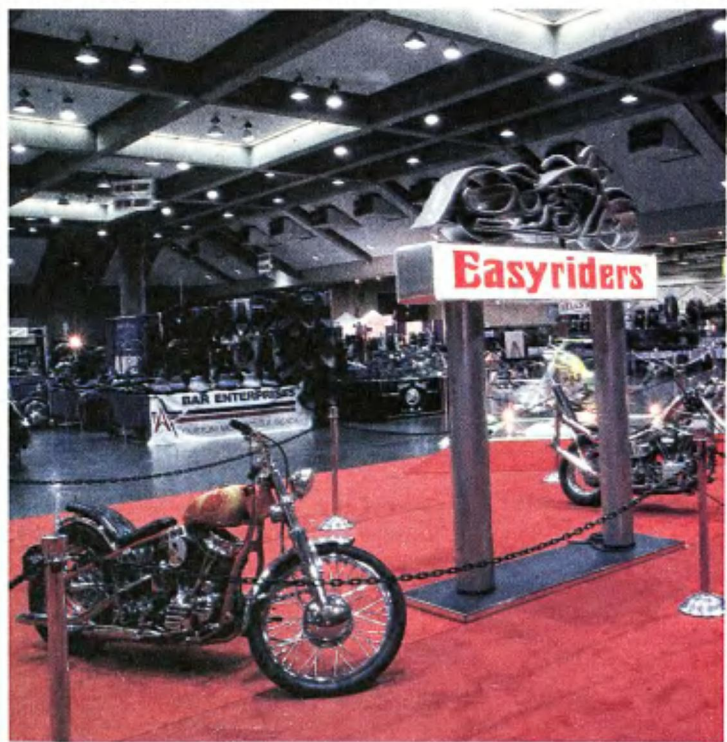
Hugh King will once again produce and direct *The Great Biker Build-Off*, which pits the custom bike building skill of Billy Lane of Choppers Inc. against master builder Dave Perewitz in an all out killer custom building marathon. The show's finale will show Dave and Billy riding their new choppers to our Easyriders Bike Show in

Dallas. Once there, folks like you will vote for which bike is the best. The winner will get their scooter on the cover of an issue of *Easyriders* (the world's best bike rag)!

Don't miss out on this rare opportunity to be seen on national TV. Join us in Dallas at the Fairpark/Centennial Hall on April 5 for the ultimate party and all the fun of seeing hundreds of custom bikes, righteous rock 'n' roll from Edgar Winter AND be part of the Discovery Channel's *The Great Biker Build-Off*!

For more information call our Events Department at 800-962-9857, or check out www.easyriders.com.

—Phantom



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EasyNews

Coast to Coast

Biker News

GOOD SAMARITANS CAPTURE HIT-

AND-RUN DRIVERS: Two young SoCal men were following behind a Harley in the city of Brea when a Ford Expedition made a sudden left in front of the motorcycle, clipping the rider's right leg.

Shaun Linder and Matthew Newcomb pulled over to help the injured motorcyclist while the SUV sat nearby. Charles Kenney, the biker, was holding his leg, crying and screaming for help.

Linder carried Kenney to his car and drove him a short distance to Brea Community Hospital. He was returning to the scene when Newcomb, who had stayed with the motorcycle, motioned to him and yelled that the Expedition had driven off.

Newcomb jumped into Linder's car, and they drove down several streets, searching for the SUV. They had just about given up when they spotted the red Expedition and Linder said he tried to make a citizen's arrest.

Linder said he reached speeds of 80 mph as he followed the SUV to an industrial park, where the Expedition pulled into a parking space.

Newcomb hopped out and approached the SUV, holding a Global-Positioning System against his ear. A couple was sitting in the front seat, while three little girls and their grandmother peered at him from the rear seat. "I told them I was on the phone with police and that they were coming," Newcomb said. "Then they backed into me."

Newcomb said he fell to the ground and got up only to have the vehicle reposition and ram into him again. His body hurtled onto the vehicle's hood, and he grabbed a windshield wiper. Linder pulled his car in front of the SUV, blocking it in.

Luckily, another witness had called police, who arrived about 5 p.m., just 11 minutes after the collision.

Patricia Summers, 39, was arrested on suspicion of felony hit-and-run and felony driving under the influence. Bradley Summers, 40, was arrested on suspicion of assault with a deadly weapon and DUI. The couple's three daughters, ages 6, 9, and 11, were released to relatives.

Police believe that Patricia Summers was driving drunk when she slammed

BACK ISSUES

VQ - EARLYRIDERS
QUICK THROTTLE



SPECIAL BLOW-OUT PRICING!

VQ	SPRING	SUMMER	FALL	WINTER
1994	1	2	3	
1995	5	6	7	8
1996		10	11	

	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP/OCT.	NOV./DEC.
1997	12	13	14	15	16	17
1998	18	19	20	21	22	23
1999	24	25	26	27	28	29
2000	30	31	32	33		
2001			38			

EARLYRIDERS	SPRING	SUMMER	FALL	WINTER
1994		1		
1995	2	3		

QUICK THROTTLE	JAN./FEB.	MAR./APR.	MAY/JUN.	JUL./AUG.	SEP/OCT.	NOV./DEC.
1995			1	2	3	4
1996	5	6	7	8	9	10
1997	11	12	13	14	15	16
1998	17	18	19	20	21	22
1999	23	24	25	26	27	28
2000	29					

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into the motorcyclist, and suspect that she later switched seats with her husband.

Kenney suffered fractures to his right leg, right elbow and pelvis.

"They're my heroes really," he said of Linder and Newcomb. "Without them, I wouldn't have anything to go on, no case at all."

Newcomb, 25, attends Fullerton College. Linder just finished up at the community college and plans to transfer to California State University, Fullerton.

Linder considers lending a helping hand a citizen's responsibility. "If that happened to me, I would want people to do the same thing," he told the *Orange County Register*. "It was the right thing to do."

ABATE of California plans to reward the dynamic duo with a "Good Samaritan Award" for their act of heroism.

UNTHINKABLE? Steve Lundwall, state director of CMT/ABATE of Tennessee, and newly elected board member for the NCOM, made an excellent point—during an interview with Twiggy for the

December issue of *Easyriders*—in identifying some misconceptions as perceived by those who think that "It'll never happen here."

"As I'm out riding," he begins, "I take great interest in talking with other bikers and I'll ask questions like, 'What do you think about the new End of Life legislation that already exists in two European countries and might be adopted by the European Union?' I then have explain that End of Life legislation would prevent any car or bike older than 15 years from getting a license. Eventually, we get a response, and typically it's something like, 'That'll never happen here. That's unthinkable.'"

"The problem is that in today's society there are no more unthinkable ideas. So, why is it unthinkable that motorcycles will be outlawed?"

Steve's best advice (and ours too)? Get involved, get busy and join your local motorcycle rights organization.

—Bill Bishop
NCOM

Feuling's Next Adventure

Motorcycle industry mourns the loss of race-engine designer, inventor Jim Feuling

The motorcycle industry and free thinkers everywhere are mourning the recent passing of race-engine designer, inventor and forward thinker, Jim Feuling of Ventura, California. Jim was more recently known for his three-cylinder W-3 motor design. A visit to his design lab was always like visiting a mad doctor in a Hawaiian shirt. He loved collecting vintage race bikes and just about anything with a motor in it. Knowing Jim, he won't let a little thing like passing into the next world stifle his creativity. He's just on to greater adventures. God speed, Jim.

—Dave Nichols

Presenting the VQ Annual 2002



Featuring 25 of the finest custom bikes of the year from the pages of *V-Twin* and *Easyriders* magazines. These VQ (Vintage Quality) motorcycles show-case the best high-end, one-off fabrication work available today. Each bike is a work of art hewn from the hands of master bike builders.

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Canada \$6 per order. Other foreign add \$6.50 per book.

Artistic Tribute

Dennis Jackson

Dennis Jackson paints with dots, a style that's known in the art world as pointillism, and pointillism, according to Dennis, "is a very unusual technique used today. There's only a handful of us out there doing that, and nobody does it in the size I do it. Everybody else does it in 5 x 7, at the max."

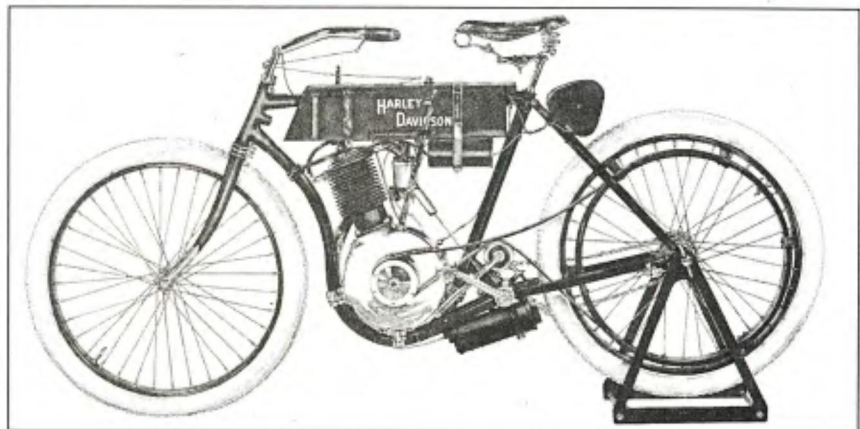
The reason for that, Dennis explains, is "because it is extremely time consuming. For instance, the first motorcycle we did with this program, the 1903 (Serial No. 1), took a total 2,339 hours to complete." For the average blue-collar worker, that's 59, 40-hour-weeks (minus one hour vacation time), or 14 months spent on one single project. After finishing his most recent piece, a 1936 knucklehead, Dennis is currently working on "only" his fourth Harley project, a pair of '42 WLAs with two guys in training coming over a hill, with their front ends off the ground, "it's a pretty dynamic piece," as Dennis describes it.

Growing up in Terre Haute, Indiana, Dennis found himself immersed in the Harley scene from an early age, because "my father custom-painted and pinstriped a lot Harleys for years," Dennis contends. So artwork and bikes have been in Dennis' blood from the start. He discovered pointillism and knew that this was it for him. "I knew I didn't want to do anything else, and when I told my dad, he just kind of said, 'Oh, really! What are ya gonna do with that?'" Dennis remembers.

That was back in '77, and "I've been doing it ever since," Dennis says. "It had always been a dream of mine, but I didn't know how to achieve it because of the time constraint of the technique itself."

Dennis stuck to his guns, and after several years got his first break by doing a portrait for country singer Billie Ray Cyrus. This was followed up with more assignments from country stars like Reba McEntyre, Garth Brooks, and even Elvis Presley Enterprises, until he landed the Harley gig about three years ago. And he's been doing Harleys ever since.

It was during his gig with Elvis Presley Enterprises that he came up with the idea to let the general public help him out. After testing the idea on his family to make sure there would be sufficient excitement and appreciation to warrant such an



Photos: courtesy Dennis Jackson

endeavor, Dennis convinced Harley to let some of the Harley fans add some dots to his art. "I then realized that all these people helped me create the artwork and I somehow needed to give them credit," he says. "So, after we got done, we produced what we call co-artists editions, and anybody who works on any of the pieces of artwork, when they buy their print, there's a line at the bottom right-hand side underneath mine that says co-artist, and they can sign their own name there."

While they may get credit, they will not get part of Dennis' pay check. "They always ask, 'what kind of percentage do I get?' But they know that it's the fun of participating and the bragging rights that's the award," he laughs.

Willie G. initially was concerned about "what the art work would look like if anybody could come and work on it," Dennis admits, "but when I unveiled the first painting during Bike Week, with Willie G. being there, he was absolutely blown away." Willie G., by the way, became the art director of the program and had, according to Dennis, "a lot of input in everything."

While working on his next project, a

1936 knucklehead, Dennis received a phone call one day from Willie G., with the result being that Dennis ended up doing not only Willie G.'s and his wife Nancy's portrait, but also Harley-Davidson's 100th anniversary logo.

Because Dennis is involving the public in his art, he feels his project is bound to continue beyond the 100th anniversary. He recently purchased a 2003 Heritage Softail, on which he plans to accompany his hard-riding, retired dad whenever his schedule permits. Dennis and his wife, Sue, are constantly on the road in the name of Harley, looking for co-artists at rallies, runs, and dealer events throughout the U.S.

Harleys have taken over Dennis' life, and that's just fine with him. "If I don't do anything else but Harleys for the rest of my career, I'm a happy man," he says.

—Red Baron

For more information contact Dennis at 502-239-3328 (fax: 502-239-5206). Co-artists' prints retail for \$40 and are available at the various local dealerships. You can also get a preview of Dennis' art on the Web at www.dennisdotman.com.

Excellence in Motorcycling

2003 V-Twin Expo Awards

Each year *Easyriders*, *V-Twin* and *V-Twin News* magazines give out awards for innovation and excellence in the motorcycling arena during our V-Twin Expo in February. This year's winners proudly took to the stage at the Cincinnati Convention Center to receive the awards for the following great products and motorcycles. We named Nick Messer of Big Dog Motorcycles as our Industry Leader of the Year and also gave a Lifetime Achievement Award to Fred Fox of Drag Specialties for his years of service to the industry. Congratulations to all of this year's winners! —Dave Nichols

Motor of the Year

S&S Cycle 124-Cubic-Inch Motor

Frame Design of the Year

Daytec Goliath Series Frames

Wheel Design of the Year

EgoTripp (manufacturer) 3-Spoke Spiderweb
Big Bear Choppers (designer)

New Product of the Year

Goldammer Front Ends

Innovative Product of the Year

House of Kolor Kameleon Pearl

Accessory of the Year

Harley-Davidson's Radio/CD Player for Dressers

Performance Product of the Year

QTM - Brembo 4-Piston Brakes

Metric Cruiser of the Year

Honda VTX 1300

Touring Bike of the Year

Harley-Davidson CVO 103-Inch Road King

Rubber-Mounted Bike of the Year

American IronHorse Stalker (designed by Arlen Ness)

Sport-Cruiser of the Year

Yamaha Road Star Warrior

New V-Twin Bike of the Year

Victory Vegas

Industry Leader of the Year

Nick Messer, Big Dog Motorcycles

Lifetime Achievement Award

Fred Fox, Drag Specialties

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Thunder Mountain H-D, 1303 SW Frontage Rd.,
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Two Wheeler's MC Shop, 1433 W. 38th Av., Denver

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Easyriders Store, 605 Main St., Daytona Beach

Fletcher's H-D, 17129 U.S. 19 North,
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H-D of Miami, 19400 N.W. 2nd Ave., Miami

Miller's Custom Parts, 1863 S. Ridgewood Ave.,
S. Daytona

Cycle Lab, 1911 S. State Rd. #7, Ft. Lauderdale

Georgia

Rebel's Customs, 560 SR 20 Spur SE, Cartersville

Indiana

Brandt's H-D, Inc., 1617 S. Wabash St., Wabash

Louisiana

Easyriders New Orleans, 4230 Veterans Blvd., Metairie

Massachusetts

Dave Frank M/C Sales, 81 Bridge St., Salem

Michigan

Saginaw Valley Motorworks Harley-Davidson,
3850 S. Huron Rd (M-13), Bay City

Missouri

Easyriders St. Louis, 11720 Dorsett Rd.,
Maryland Heights

Easyriders Springfield, 1310 S. Glenstone, Springfield

Montana

Goldrush Pawn, 1353 Hwy. 2 East, Kalispell

Nebraska

Butterfield's M/C Parts, 8025 Blondo, Omaha

Nevada

Las Vegas Harley-Davidson, 2605 S. Eastern,
Las Vegas

New Jersey

Kosco H-D, 1149 State Route 23, Kinnelon

New Mexico

Easyriders Albuquerque, 1220 S. Renaissance Bl.,
Albuquerque

New York

Light House H-D, 670 E. Jerico Turnpike,
Huntington Station

Zack's V-Twin Cycles, 593 Violet, Hyde Park

North Carolina

Cape Fear H-D, 3618 Sycamore Dairy Rd.,
Fayetteville

Easyriders Greensboro, 106 College Rd.,
Greensboro

Ohio

Easyriders Columbus, 611 E. Broad St.,
Columbus

F&S Motorcycle Sales, 7220 Dixie Hwy., Dayton

Texas

Easyriders Dallas, 9304 Harry Hines Blvd., Dallas

Virginia

Shenandoah H-D, 2800-C W. Main St., Waynesboro

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Tumwater

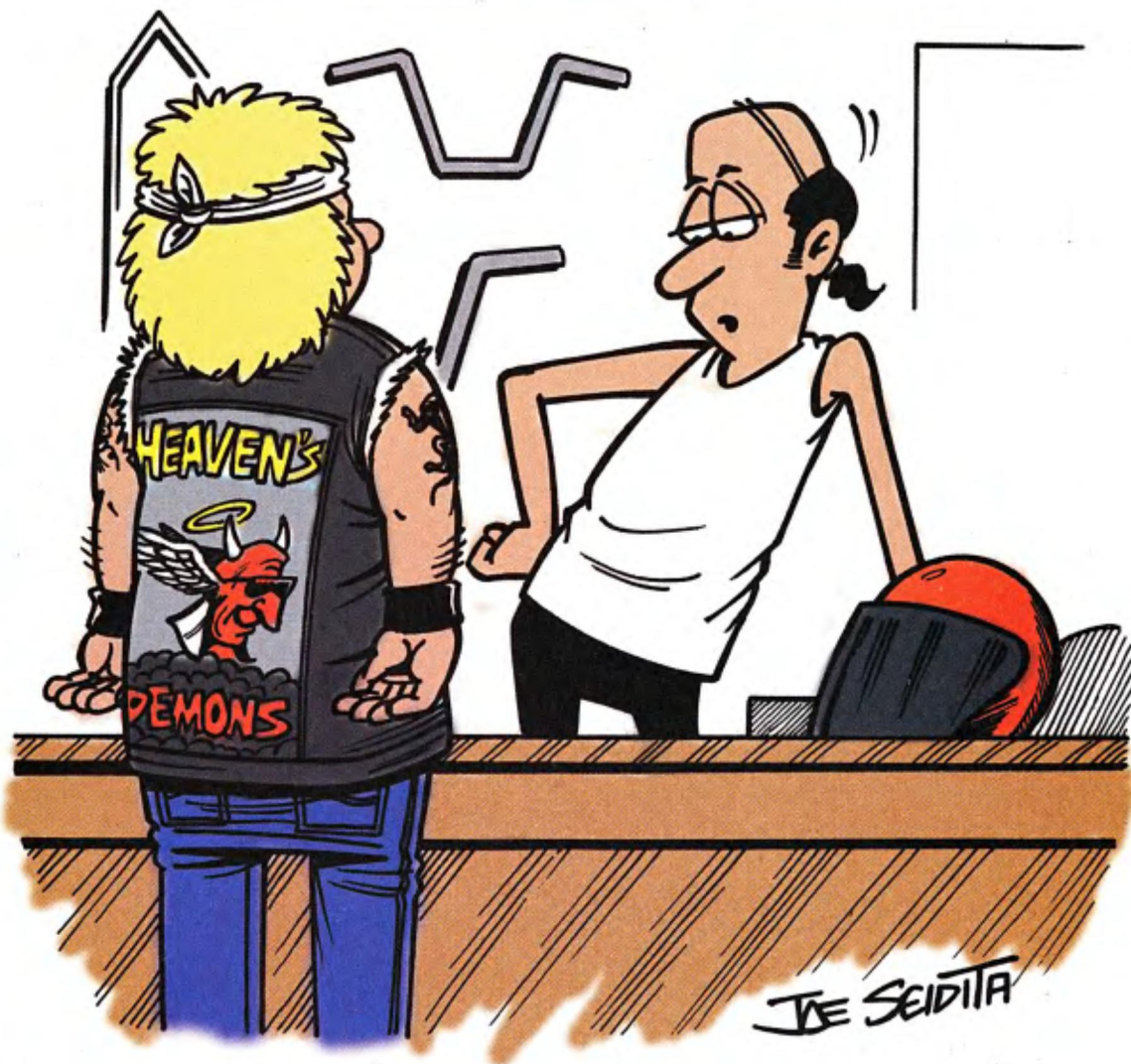
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Beaver Dam

H-D of Appleton, Inc., 2144 W. Wisconsin,
Appleton

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CYCLETOWN



"...well... I just don't think you're the type for apehangers, Stretch."

Happenings

ALABAMA

Dothan Bikefest
Date: Apr. 11
Place: Houston Co Farm Center, Dothan
Info: 407-331-5587

Alabama State HOG Rally
Date: Apr. 24-26
Place: Mobile
Info: 251-433-8633
www.alstatehogrally.com

Gulf Coast Trike-In
Date: Apr. 25-27
Place: Mobile
Info: 251-751-1120
www.btw-trikers.org

ALASKA

Bill Fenderson Spring Run
Date: May 3
Place: Chatanika
www.abateofalaska.net

Memorial Day Run
Date: May 24-26
Place: Olmes Pond
www.abateofalaska.net

ARIZONA

Arizona Bike Week
Date: Apr. 4-13
Place: Phoenix/Scottsdale
Info: 602-997-6107
arizonabikeweek.com

Thunder in the Sky Memorial
Date: Apr. 5
Place: Marana
Info: 520-682-6134

Annual Hard Ass Run
Date: Apr. 12
Place: ABATE East Valley Chapter
Info: 480-855-3395

AACME Antique & Classic M/C Show & Swap Meet
Date: Apr. 13
Place: Club Rio, Tempe
Info: 602-939-3049

ARKANSAS

Ozark Christian Ridge Riders Spring Rally
Date: Apr. 4-6
Place: White River Campground, Cotter
Info: 870-435-2920

Spring Riders Bike Rally
Date: Apr. 5
Place: Hot Springs
Info: 501-767-8665

CMA Gapriders Garage Sale
Date: Apr. 5
Place: Pawnbusters Parking Lot, Conway
Info: 679-4120

CMA Spring Thaw
Date: Apr. 5-7
Place: District 10
Info: 870-777-8678

Rolling Thunders Bikers
Date: Apr. 6
Place: Gators, N Little Rock
Info: 501-329-3118

Annual Bike Show, Swap Meet and Tattoo
Date: Apr. 12
Place: Eureka Springs
Info: 800-741-6882

R.T. Easter Egg Hunt
Date: Apr. 20
Place: Gators, N Little Rock
Info: 501-329-3118

Rock Riders Annual Bikers Easter Service
Date: Apr. 20
Place: Burns Park, North Little Rock
Info: 501-316-0362

Wild Pigs Razorback Rally
Date: Apr. 25-27
Place: Flatrock State Park, London
Info: 479-968-3232

Wild Hog Motorcycle Bash
Date: Apr. 25-27
Place: Helena
Info: 870-572-3408

Next of Kin Poker Run
Date: Apr. 26
Place: Ends Millcreek Campground
Info: 501-796-7070

CMA Spring Poker Run
Date: Apr. 27
Place: District 4
Info: 479-443-4268

CALIFORNIA

Anniversary Party
Date: Apr. 6
Place: V-Twin City, Pomona
Info: 909-399-3595
www.vtwincity.com

Annual Rolling On The River Poker Run
Date: Apr. 13
Place: Sacramento
Info: 16-372-9400
www.capitalcitymc.org

Viet Nam Vets MC Vung Tau Spring Run
Date: April 14
Place: Camarillo Grove County Park
Info: 818-363-5907

West Coast Trike-In
Date: Apr. 25
Place: Riverland Resort, Kingsburg
Info: 510-317-8220
www.btw-trikers.org

Fallen Rider Run
Date: Apr. 26
Place: Lee's Honda
Info: 530-222-8123

Annual Pacific Coast Dream Machines
Date: Apr. 27
Place: Half Moon Bay Airport
Info: 650-726-2328; www.miramarevents.com

Cycle Show and Swap Meet
Date: Apr. 27
Place: Long Beach Veteran's Stadium
Info: 714-557-1846
www.toppingevents.com

Annual Spring Blessing of the Bikes
Date: May 4
Place: Cooks Corner, Trabuco Canyon
Info: 714-538-3108

COLORADO

Spring Rocky Mountain Motorcycle Show and Swap Meet
Date: Mar. 15-16
Place: Boulder County Fairgrounds, Longmont
Info: 970-669-5589
www.hawgwildcc.com

Loop For Lupus Poker Run
Date: May 4
Place: T-Bar Inn, Wellington
www.ridersforjustice.com

FLORIDA

Rally In Tally
Date: Apr. 10-13
Place: North Florida Fairgrounds, Tallahassee
Info: 800-765-5456 x400
www.rallyintally.com

Emerald Coast Bikefest
Date: Apr. 25-27
Place: Emerald Coast Dragway, Holt
Info: 850-537-7223
www.emeraldcoastbikefest.com

GEORGIA

Lake Hartwell Bike Rally
Date: Apr. 4-6
Place: Lavonia
Info: 404-376-2696
www.lakehartwellbikerally.com

MTC Elmer Trett Nationals
Date: Apr. 5-6
Place: Commerce
Info: 256-852-1101
www.amaprostar.com

Easyriders Bike Show
Date: Apr. 12
Place: Savannah Intl Convention Center
Info: 800-962-9857
www.easyriders.com

HAWAII

Awareness Rally
Date: May 3
Place: Sandy Point Park
Info: 208-939-4415

ILLINOIS

Walneck's Motorcycle Swap Meet & Show
Date: Apr. 27
Place: McHenry County Fairgrounds, Woodstock
Info: 630-985-2097

LOUISIANA

La. State H.O.G. Rally
Date: Mar. 27-29
Place: Shreveport
Info: 866-342-7464; www.lastatehogrally.com

ABATE Spring Fling
Date: Apr. 4-6
Place: River Parishes
Info: 800-393-5966
www.abateoflouisiana.org

Bayou Brigade
Date: Apr. 12
Place: Litcher
Info: 800-345-6644
www.laso.org

MARYLAND

Tiny's Trek Poker Run
Date: Mar. 23
Place: St. Mary's ABATE
Info: 301-884-0267

Blessing of the Bikes
Date: Apr. 13
Place: St. Mary's County Chapter ABATE
Info: 301-884-0267

Anne Arundel Chapter Easter Egg Poker Run
Date: Apr. 19
Place: Brewster's Saloon, Glen Burnie
Info: 410-935-7187; www.abateofmaryland.org

MASSACHUSETTS

BikeXpo
Date: Apr. 5-6
Place: WTCenter, Boston
Info: 877 BIKEXPO
nemotorcycleexpo.com

MICHIGAN

Walneck's Motorcycle Swap Meet & Show
Date: May 4
Place: Monroe
Info: 630-985-2097

MISSISSIPPI

South Mississippi Bike Rally
Date: Apr. 4-7
Place: Hattiesburg
Info: 800-852-4866
www.southmississippibikerally.com

MISSOURI

Easyriders Bike Show
Date: Mar. 29
Place: Bartle Hall, Kansas City
Info: 800-962-9857
www.easyriders.com

NEBRASKA

Nebraska State HOG Rally
Date: May 23-25
Place: Columbus
Info: 402-564-5498
www.nestatehogrally.com

NEVADA

Laughlin River Run
Date: Apr. 24-27
Place: Laughlin
Info: 800-357-8223
www.laughlinriverrun.com

NEW MEXICO

Annual Motorcycle Show and Swap Meet
Date: Apr. 5-6
Place: Alamogordo
Info: 505-434-7771

NEW YORK

Food Bank of WNY Run
Date: Apr. 26
Place: Lakeview Landmark, Buffalo
Info: 716-627-2883
www.foodbankwny.org

NORTH CAROLINA

Cherokee Choppers Bike Rally and Swap Meet
Date: Apr. 25-27
Place: Cherokee
Info: 828-497-2779

NORTH DAKOTA

FM Crusaders Bike Show
Date: Apr. 11-13
Place: Ramada Plaza Suites, Crystal Ballroom
Info: 701-237-4766

OHIO

Walneck's Motorcycle Swap Meet & Show
Date: Mar. 23
Place: Clark City Fairgrounds, Springfield
Info: 630-985-2097

OKLAHOMA

Sunday Mystery Poker Run
Date: Mar. 23
Place: ABATE, Oklahoma City
Info: 405-936-RIDE (7433)

Annual Spavinaw Run
Date: Apr. 26-27
Place: Spavinaw Park
Info: 918-253-8770
www.btw-trikers.org

OREGON

ABATE Swap Meet
Date: Apr. 13
Place: Roseburg
Info: 503-285-4329

Washington County Poker Run
Date: May 17
Place: ABATE, Hillsboro
Info: 503-648-1877

Willamette Valley Rhody Fest Run
Date: May 17
Place: Eugene
Info: 541-688-4268

PENNSYLVANIA

Leather & Lace MC Poker Run
Date: Apr. 26
Place: Emmaus
Info: 484-951-2614

Leather Fashion Show
Date: Apr. 26
Place: #1 Cycle Center, State College
Info: 814-364-1340

Poker Run

Date: Apr. 27
Place: State College
Info: 814-364-1340

SOUTH CAROLINA

Paine Memorial Run
Date: Mar. 22
Place: Greenville County ABATE
Info: 864-244-7899

Spring Diaper Run
Date: Apr. 12
Place: Greenville County ABATE
Info: 864-244-7899

Heritage Motorcycle Rally
Date: Apr. 16-20
Place: Ladson
Info: 843-767-4258
www.heritagemotorcycle rally.com

Myrtle Beach Spring Motorcycle Rally
Date: May 9-18
Place: Myrtle Beach
Info: www.myrtlebeach bikeweek.com

TEXAS

Rumble In The Crater
Date: Apr. 3-5
Place: Rose Amphitheatre, Henderson & Nacogdoches
Info: 254-672-9188

Mingus Rally
Date: Apr. 4-6
Place: Mingus
Info: 254-672-9188, 254-672-5955

Easyriders Bike Show
Date: Apr. 5
Place: Fairplex/Centennial Hall, Dallas
Info: 800-962-9857
www.easyriders.com

River City Bike Fest
Date: Apr. 12-13
Place: San Antonio
Info: 866-331-BIKE
www.rivercitybikefest.com

To have your event or organization listed, get the info to us at least four months in advance. We're as accurate as possible, but dates can change, so check with the sponsors first. What's Happenin', P.O. Box 3000, Agoura Hills, CA 91376-3000 Fax: (818) 889-1252; www.easyriders.com

Annual Run To The Border
Date: May 2-4
Place: Barnett H-D, El Paso
Info: 727-375-8281
www.borderrun.com

Annual Biker Fun Weekend
Date: May 3-4
Place: Nacogdoches
Info: 936-462-8839

Thunder Over Texas
Date: May 8-10
Place: Justin
Info: 817-297-3155

Texas State H.O.G. Rally
Date: May 15-17
Place: Tyler
Info: 903-534-9149; www.txstatehogrally.com

VIRGINIA

Cycle Expo
Date: Apr. 14-16
Place: The Show Place, Richmond
Info: 804-741-8677; www.excalevents.com

Virginia State H.O.G. Rally
Date: May 22-24
Place: Fairfax
Info: 804-266-8533
www.vastatehogrally.com

WASHINGTON

Annual Mississippi Charlie Memorial Party
Date: Apr. 13
Place: Royal Bear Tavern, Algonia
Info: 206-314-3893

WASHINGTON D.C.

Rolling Thunder 16
Date: May 25-26
Place: Vietnam Veterans Memorial
Info: 908-369-5439
www.rollingthunder1.com

WISCONSIN

Annual Parts Expo and Swap Meet
Date: Mar. 23
Place: The Arena, Madison
Info: 262-835-9509

Indoor Bike Show and Extravaganza
Date: Apr. 4-6
Place: Rice Lake
Info: 715-458-4487

Annual MASH Blood Drive
Date: May 4
Place: Neenah
Info: 920-722-6518

Annual NCOM Convention
Date: May 8-10
Place: Milwaukee
Info: NCOM, 800-525-5355

WYOMING

Motorcycle Show and Swap Meet
Date: Apr. 5
Place: Central Wyoming Fairgrounds, Casper
Info: 307-259-3796
chromeontherange.com

Freedom Rally
Date: May 23-26
Place: Evanston
Info: 800-357-2220

National Law Chart

Neither Easyriders, Inc., nor the AMA assume responsibility for the accuracy of information included in this comprehensive chart. Every effort has been made, to ensure that the information is correct at the time of publication.

State	Safety Helmet	State Funded Rider Ed	Eye Protection	Daytime Headlight	Passenger Seat	Passenger Footrests	Passenger Age Limits	Helmet Speakers	Mirrors	Periodic Safety Inspection	Radar Detection	65 (or more) mph Speed Limit
Alabama	r	a		17	c	c			r			✓
Alaska	4		15	17	c	c		p	r	r-28		✓
Arizona	4	a,12	14	17	c	c			r	r-29		✓
Arkansas	6		r	r, 17	c	c			r	r		✓
California	r	a, 6,12		17, 21	c	c		25	r	r-28		✓
Colorado		a,12	r	17	c	c			r	r-28		✓
Connecticut	4, 9	a,4,12	14	17, 22	c	c			r	r-28		✓
Delaware	1,2,5,9	a,4,12,13	r	17	c	c			r	r		✓
Florida	32	a,6,12,13	r	r, 17	c	c			r			✓
Georgia	r	a,12,13	14	r, 17	c	c		26	r			✓
Hawaii	1, 4	a,12	14		c	c	24		r	r		
Idaho	4	a,6		17	c	c						✓
Illinois		a,4,12,13	14	r, 17	c	c			r			✓
Indiana	4,9	a,12	4	17,18	c	c						✓
Iowa		a,4,12		17,20	c	c			r			✓
Kansas	4	a,12	14	21	c	c			r (left)	r-28		✓
Kentucky	3, 6, 9	a,12	r		c	c			r	29		✓
Louisiana	4, 31	a,12	14	17	c	c			r (left)	r		✓
Maine	7	a,12,13		r	c	c			r	r		✓
Maryland	r, 1	a,4,12,13	14		c	c		25	r	30		✓
Massachusetts	r	a,12	14	17	c	c		p	r	r		✓
Michigan	r	a,4,12	14,16	17	c	c			r	r-28		✓
Minnesota	4, 9	a,4,12	r	r, 17	c	c		25	r	r-28		✓
Mississippi	r									r		✓
Missouri	r	a,12		17						r		✓
Montana	4	a,12		r, 17	c	c			r			✓
Nebraska	r	a,12,13		17	c	c						✓
Nevada	r	a,12	14	17	c	c			r			✓
New Hampshire	4	a,12	14	17	c	c			r	r		✓
New Jersey	r, 1	a	9a	17	c	c			r	r		✓
New Mexico	1, 4	a,4,12,13	14	17	c	c			r	r-28		✓
New York	r, 1		r	r, 17	c	c		25	r	r		✓
North Carolina	r	a		r, 17	c	c			r	r		✓
North Dakota	1, 4	a,10		17	c	c			r			✓
Ohio	3, 4	a,4	14	17	c	c			r	r, 28		✓
Oklahoma	4		14	r, 17	c	c				r		✓
Oregon	r	a,12		r, 17	c	c			r	r, 28		✓
Pennsylvania	r	a,12,13	r	17	c	c		26	19	r		✓
Rhode Island	3, 6, 8	a,11,12,13	r		c	c		p	r	r		✓
South Carolina	1, 6		14	r, 17	c	c			r	r		✓
South Dakota	4	a,12,13	14	17	c	c			r			✓
Tennessee	r	a,12	14	r, 17	c	c			r			✓
Texas	31	r, 4		17a	c				r	r		✓
Utah	4	a,12		17	c	c			r	r		✓
Vermont	r, 1	a,12	14	17	c	c			r	r		✓
Virginia	r	a,12	14	17	c	c			r	r	p	✓
Washington	r	a,4	14	r, 17	c	c	23		r	r, 28		✓
West Virginia	r, 1	a,12,13	r	r	c	c			r	r		✓
Wisconsin	4, 9	a,4,12	15	r, 17	c	c			r	r, 28		✓
Wyoming	4	a		r, 17	c	c			r			✓
Wash DC	r		14	17	c	c			r	r	p	

LEGEND:

- ✓ In effect on designated rural interstate highways
- r Required by law
- a Available for all eligible applicants
- p Prohibited to use or possess
- c Required if carrying a passenger
- 1 Reflectorization required
- 2 Must have in possession
- 3 Required for novice riders
- 4 Required under age 18
- 5 Required under age 19

- 6 Required under age 21
- 7 Required under age 15 with learner's permit or for one year after obtaining license
- 8 Required for passengers
- 9 Required for instructional permit holders
- 10 Required under age 16
- 11 Required for first-time applicants
- 12 May waive skills test for successful completion of rider education
- 13 May waive knowledge test

- for successful completion of rider education
- 14 Required by law unless equipped with windscreen
- 15 Required unless equipped with windscreen that is 15 inches above handlebars
- 16 Required at speeds over 35 mph
- 17 Modulating headlight permitted
- 18 Required for vehicles manufactured after 1/1/56
- 19 Required for vehicles

- manufactured after 1/1/75
- 20 Required for vehicles manufactured after 4/1/77
- 21 Required for vehicles mfg'd during or after 1978
- 22 Required for vehicles mfg'd during or after 1980
- 23 Prohibits passengers under age 5
- 24 Prohibits passengers under age 7
- 25 Single earphone only
- 26 To be used for communication purposes only

- 27 Required by inspection regulations
- 28 Random
- 29 Annual emissions, some areas
- 30 Upon title transfer
- 31 Optional over 18 with proof of \$10,000 of medical insurance for bodily injuries.
- 32 Not required over 21 with a minimum of \$10,000 in medical insurance.

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| ☐ 27 PC Repair | ☐ 25 Gunsmith |
| ☐ 94 Fitness & Nutrition | ☐ 89 Small Engine Repair |
| ☐ 15 Home Inspector | ☐ 84 Pharmacy Technician |

Name _____ Age _____

Street _____ Apt. # _____

City/State _____ Zip _____

Phone () _____

E-mail _____

After Harley-Davidson comes out with their CVO (Custom Vehicle Operations) limited-edition models each year, we create an *Easyriders* version of a CVO bike. In other words, what if *Easyriders* created a one-of-a-kind custom in Harley's CVO mold. We use as many genuine Harley-Davidson parts and accessories as possible to create a bad-to-the-bone custom from a stock H-D with our own *Easyriders* bad boy slant. Last year we chose a Road Glide to do our radical version of a Screamin' Eagle touring bike with lots of attitude and badass flames from Damon's Custom Paint. For 2003, we asked Paul James of Harley Communications what model Harley we should take the cutting torch to in order to create something new. Paul didn't miss a beat, "How about a V-Rod," he said.

To create a truly one-off custom VRSCA, we called on world-class customizer and Harley dealer, Russ Tom

of Downtown Harley in Seattle. Russ had been working on his very own custom V-Rod, and as you can see by these photos, when we asked him to help us design a custom VR, we got more than we bargained for.

DH-D's customizing guru, Brian Mitchell showed us Russ Tom's personal red V-Rod with the Rick's custom wheels and massive 250 rear end, along with inverted front forks for an entirely new look on a VR, and we were sold. Russ even went to the trouble of customizing the VR's frame for more rider comfort and a leaner, racier profile.

For the *Easyriders* CVO V-Rod we took a 2002 model and sent various silver parts off to Jesse Welch of JW Designs to create a wild metallic green paintjob with classic ghost flames. We also contacted Lorenzo of Eurocomponents in Daytona, Florida, to get their new 250 rear end kit. The Eurocomponents kit comes with everything you need to make your V-Rod the

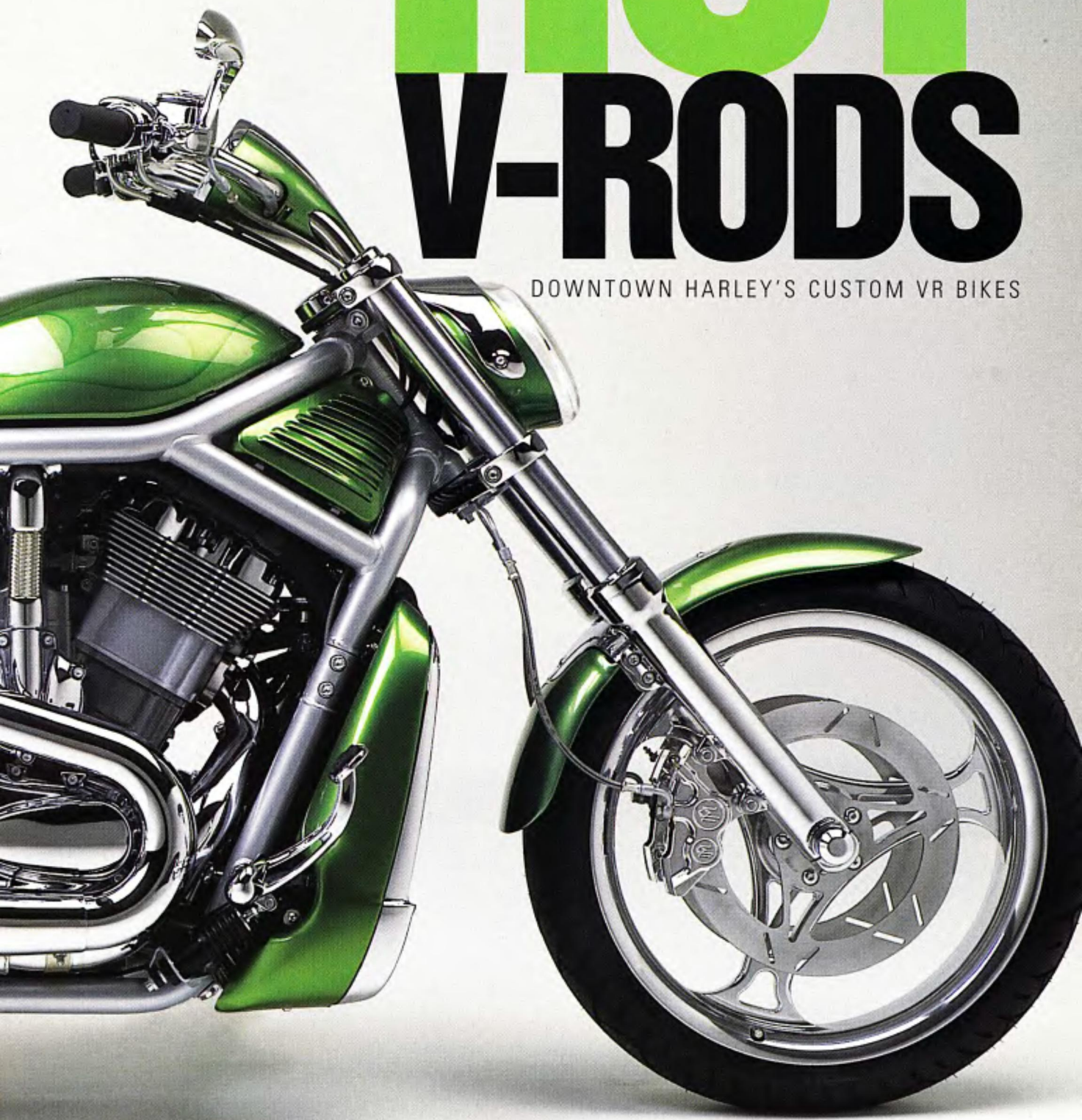
nastiest thing on the block. The kit includes wild wheels with matching rotors and rear pulley, as well as their awesome wider swingarm and all spacers and parts needed to get the job done. Lorenzo also threw in his new custom mirrors for the VR as a finishing touch. The H-D brakes were replaced with the extra squeezing power of Performance Machine brake calipers front and back. In keeping with the CVO approach, we used Harley's slip-on Screamin' Eagle mufflers and performance upgrades such as the Screamin' Eagle air cleaner and ECM recalibration to massage a few extra ponies out of the already potent beast. The end result is one wild ride that throws the leather gauntlet at cruiser convention. Hell, we even painted it green on purpose (against the grain of the old wives' tale about green Harleys being bad luck). Yeah, this ain't your granddaddy's Harley.

Everything else you see on the green



HOT V-RODS

DOWNTOWN HARLEY'S CUSTOM VR BIKES





hornet VR comes directly from your friendly neighborhood Harley-Davidson dealer, a tasteful blend of Harley P&A from their 2003 catalog, from jazzy pegs, grips and controls, to a tasty detail dress-up package and even a leather seat.

Just as Brian was finishing up our CVO project Russ threw him another challenge. It seems that the International Motorcycle Show was making a stop in Seattle and Russ wanted something that would cause a lot of heads to turn. He suggested turning a V-Rod into a police bike. You heard right, with just weeks to do the deed, Brian took a stock VR and went to work. The quickly finished Cop Rod includes red and blue LED police lights and your basic black and white police

paint scheme. Wheels and brakes are naturally by Performance Machine and the hefty 250 rear meat is from Avon. The unique exhaust system was fabricated by the custom wizards at DH-D.

But wait, there's more! Since Brian finished the Cop Rod so efficiently (and had photos shot with a lovely young copperette and her radar gun), Russ figured Brian had the time to do a matching Fire Rod. Once again Brian dove into the fray and came up with the fiery red and white V-Rod with the fire extinguisher nitrous bottles on the side. The Fire Rod also got a massive 250 chunk of Avon rubber on the rear end and the complete complement of PM wheels and brakes. Another one-off exhaust

system gives the Fire Rod its undeniably DH-D look. Both the Cop Rod and the Fire Rod's distinctive paint and decals were handled by master painter Russ Foy with absolutely no notice and no time to complete the task.

All in all, this little custom V-Rod feature quickly turned into a showcase for the Downtown Harley stable of Hot Rods. Hell, imagine what Brian and Russ could do if they had a couple of months instead of just a few weeks. We hope Paul James and Steve Piehl of Harley Communications, Jim Hoffman of the Harley-Davidson CVO department and Harley's Styling Department enjoy this tribute to their amazing VRSCA.

—Dave Nichols





Harley-Davidson VRSCA Parts & Accessories

- 51584-01 Badlander Leather Seat
- 51120-01 Fender Base Plate Kit
- 51124-01 Mini Sissy Bar Upright
- 59014-01 Sport Front Fender
- 46526-02 Chrome front Fork Sliders
- 41615-02 Chrome Front Wheel Spacers
- 43317-01 Chrome Front Axle Nut Covers
- 46545-02 Chrome Triple Tree Kit
- 44392-00 Chrome Front Caliper
- 43824-01 Chrome Caliper Bolt Kit
- 44539-02 Chrome Rear Caliper Kit
- 60469-01 Chrome Upper Belt Guard
- 60484-01 Chrome Lower Belt Guard
- 40191-01 Chrome Billet Sprocket
- 45621-02 Chrome Rear Axle Cover Kit
- 74494-02 Chrome Voltage Regulator
- 44493-02 Billet Front Sprocket Cover Kit
- 46213-02 Upper Fork Stem Cover Kit
- 44497-02 Chrome Billet Cam Cover Medallion Kit
- 34810-02 Clutch Cylinder Cover with VRSCA Logo
- 25371-02 Derby Cover with VRSCA Logo
- 26792-01 Braided Stainless Steel Coolant Line
- 62962-01 Oil Temperature Dip Stick
- 17673-02 Chrome Cam Tensioner Bolt
- 56528-02 Chrome Drag Bars
- 46112-02 Chrome Clutch and Brake Master Cylinder Kit
- 70222-96 Chrome Switch Housing Kit
- 45078-96A Chrome Master Cylinder Cover
- 46114-02 Chrome Hand Control Lever Kit
- 69315-02 Smoked Turn Signal Bullet Lens Kit
- 91519-99 Dome Billet Style Mirrors (2)
- 56459-01 Contoured Chrome & Rubber Hand Grips
- 45533-02 Custom Hand Controls
- 49742-01 Chrome Jiffy Stand
- 34555-01 Slotted Chrome Shift Lever
- 42964-01 Slotted Chrome Rear Brake Lever
- 43280-01 Slotted Chrome and Rubber Footpegs (2 sets)
- 50809-02 Chrome Rider Footpeg Mounting Kit
- 51000-02 Chrome Rear Passenger Footpeg Brackets
- 33842-02 Chrome Flamed Shifter Linkage
- 65030-02 Screamin' Eagle Slip-Fit Mufflers

Harley-Davidson Motor Company

800-443-2153
www.harley-davidson.com

Downtown Harley-Davidson

206-243-5000
www.downtownharley.com

Eurocomponents

386-274-5729
www.eurocomponentsusa.com

Performance Machine

714-523-3000
www.performancemachine.com

Jesse Welch, JW Designs

509-664-1051
www.trickpaint.com





TOM PREWITT AT DAMON'S LEADS THE WAY

MASTER BUILDER TO THE MASTER BUILDERS

Backstage at the *Monster Garage* and at the custom shop the pros use to make 'em look good, Tom Prewitt has become a TV celebrity, and that's the absolute last thing this 46-year-old third generation body and paint man ever thought would happen. If you're one of the many viewers of the Discovery Channel's *Monster Garage* TV series and the *Motorcycle Mania* features, you've seen Tom in action. He's the guy behind the DeVilbiss spray gun pulling those all-nighters to make the weekly Jesse James & Co. whacko creation shine. To get it ready for the cameras, Tom's the guy fixing all the warts and pimples and blemishes left over after a week's all-out thrash, then finish-coating whatever full-sized transformer's been built—everything from a limo fire truck to an SUV garbage hauler to a 4-wheeler that takes to the air as a hot-air balloon. Tom's multiple coats of beautifully applied custom colors make the whole project appear complete.

He's doing all this before a worldwide TV audience now, but that's really the only thing that's changed. Tom, along with his partner Richard Perez, and their custom shop that's tucked away in a corner of Brea, California—Damon's Motorcycle Creations—has been doing exactly this sort of thing for more than a decade now. Damon's is the paint, finishing, fabrication, and specialty shop the custom-motorcycle industry turns to for the final touch.

It's all stayed a pretty closely guarded secret, too. But the cat's out of the bag now, and the word is out that it's really the guys at Damon's who are responsible for making some of the best-known and most-photographed motorcycles on the planet look like they do. A lot of "finishing" of other's fabrication is done at Damon's, too, or as Tom puts it, "we make the original fabricator look good!" Indeed they do.

Damon's client list reads like a "Who's Who" of motorcycling. Damon's is responsible for a whole string of custom bikes to advertise Performance Machine catalogs, posters, and magazine ads, for instance. Last year Damon's did six bikes for PM alone. Last year they did two complete bikes for JIMS Machine. Damon's does all of the final finishing and paintwork for Jesse James' West

Coast Choppers. Hot Match Customs, Joker Machine and Pro-One are regular customers. So is Samson Exhaust. In fact, the general manager from House of Kolor chose Damon's to paint his very own personal bike. "And there's a real honor," Tom says. "Here's a guy who knows paint and who can pick any shop in the world to bring his work to. He brought it to us." He isn't alone. Virtually every Harley shop and dealership in SoCal looking for a show-winning, crowd-building custom turns to Damon's for help.

Part of this stream of business comes from reputation, part of it comes from people just seeing a Damon's bike parked next to something done somewhere else. The difference is obvious to even the most casual observer. The Damon's bike gleams. "My partner Richard and I are probably the pickiest painters in the business," Tom says, and their attention to even the smallest detail really shows.

"I guess the easiest way to explain things is to say that we take rough fabrication and turn it into jewelry," Tom states. How rough is rough? What does Damon's get to start with? "Sometimes not much at all," laughs Tom. "We've had to complete gas tanks that were brought to us just tack welded together, and barely tack welded at that."

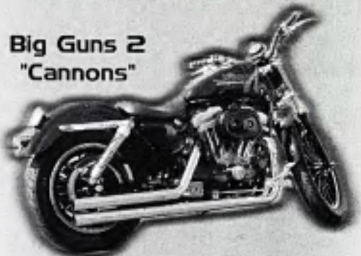
Damon's Motorcycle Creations has been in business since 1965. Damon, the man who originally opened the shop, apprenticed with the legendary madman/artist Von Dutch at a Triumph shop in Long Beach, California. It was Von Dutch who taught Damon pinstriping and painting. After buying Damon out 13 years ago, Tom and Richard kept the Damon's name, carried on the tradition, "and promised to make him proud." They've kept their word.

It isn't just tin work and painting that takes place at Damon's, either. Complete motorcycles are created here, too, lots of them. When we spoke there were 19 ground-up builds going through the shop, and that's not counting all the paintwork brought in by others. There's a frame jig at Damon's now, and there's a full fabrication shop. That aspect of the business is exploding, too. "At one point

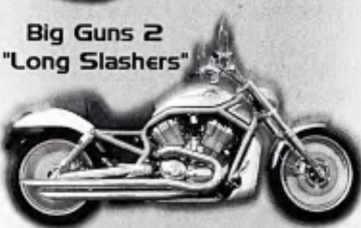
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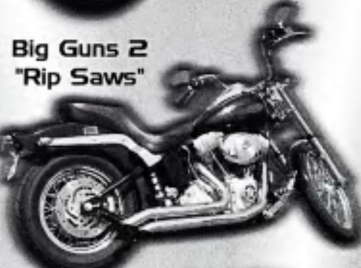
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last month," Tom says, "we had nine rake-and-stretch jobs lined up in the shop, all sitting in a row on the floor." Lately a big part of Damon's full-bike workload has been devoted to turning box-stock Harleys into full customs, an approach gaining popularity as insurance rates for special-construction bikes soar. Damon's will start with a brand new Harley, or sometimes a not so new one, and they'll tear it down to the bare frame. They'll polish the engine and fit a big-bore kit; they'll stretch, rake, and mold the frame; they'll fit new rims and tires and fenders; they'll change the tank and handlebars.

When it's all back together it's a full custom in anyone's eye, and it's still wearing a Harley-Davidson VIN tag with all that implies, including service at a dealership anywhere.

Those Harley make-overs are totally convincing, too. "I've had knowledgeable builders come up and ask me what make frame is under one of those bikes," Tom says. They can't believe it when they're told it's a Harley-Davidson. Every bit of the conversion is done in-house at Damon's, too; the only work sent out on one of these builds is the chrome plating, custom seat upholstery,

and the heavy engine machining.

While Damon's usually stays in the background letting other's take the credit, sometimes these guys get to step out and shine in their own light, too. At the very first VQ magazine awards banquet in Daytona Beach, Florida, Damon's walked away with "Builder Of The Year" honors and the "Bike Of The Year" title. To say these guys have the chops is an understatement of huge proportions. They can do it all. Tom's grandfather even taught him lead-work and metal finishing, "and every once in a while we'll get a customer



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who want's that old-school effort," Tom says. It might be an old Indian restoration, or some other vintage bike where the tanks and fenders were originally leaded, "and it's great to be able to do it," says Tom.

Counting the mechanic, there are five very talented guys working at Damon's, and although they've all concentrated on motorcycles for the past 13 years, that *Monster Garage* exposure makes it look like they'll be dipping back into cars a little, too. The 4-wheelers are "beginning to line up at the door," Tom says. But it's

motorcycle special fabrication and paint that has made Damon's what it is, and there's no question about that work continuing. Paint jobs at Damon's start as low as \$900, and have gone as high as \$15,000, too. "It's all a question of what a customer wants and how much time and effort it's going to take to make it happen," Tom explains. Damon's Web site, www.damonsmc.com, lists a pretty comprehensive pricing chart of the services offered.

By the way. That *Monster Garage* five-day build schedule? Tom says it's for

real. The first four projects he did for the TV show were indeed prepped and painted in one night. "Working all night, too," he adds. But that's something the guys at Damon's Motorcycle Creations are used to. For 13 years they've made everyone else look good. It's about time they got some of the credit, too, wouldn't you say?

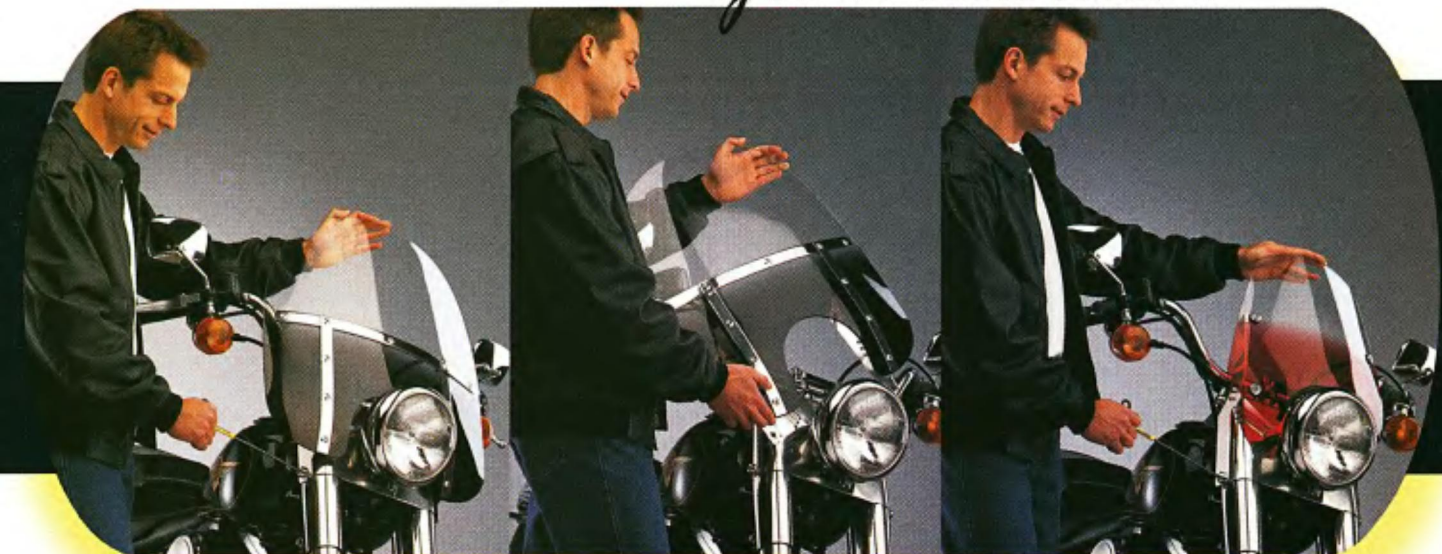
—Joe Kress

Damon's Motorcycle Creations
547 Apollo, Unit C, Brea, California
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Photos: Markus Cuff

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WHAT'S THE RIGHT RATIO

I keep hearing about "corrected" compression ratios, and last week I heard a guy in a bar say that you can actually lower the compression ratio by using a cam with more lift. He seemed to know what he was talking about but I don't see how that could be true.

Will Meeks
Baton Rouge, Louisiana

Your expert was almost right, but it's cam timing that influences compression and cylinder pressure, not lift. Here's how that works.

The calculated compression ratio refers to the relationship of the cylinder volume to the combustion chamber volume. When you hear of a 10:1 compression ratio, that means that the cylinder's volume will be compressed 10 times, to 1/10 its original volume, when the piston pushes it up into the combustion chamber.

But, because the intake valve stays open for a bit after the piston swings past Bottom Dead Center and starts up toward Top Dead Center on the compression stroke, a small part of the cylinder's volume never makes it into the combustion chamber. Instead, it leaks out past the intake valve. For that reason, the effective or corrected compression ratio will be lower than the calculated compression ratio.

That's not a big deal in an engine with a cam that's appropriate for its size and compression ratio. However, if you stick a badass cam designed for a high-compression hot rod into a stock engine with less displacement and/or compression, you'd get a major power loss, especially at low rpm.

Overlap also enters the picture, but intake closing tells you most of what you need to know. For a mild street engine, look for an intake valve that closes somewhere between 30 and 35 degrees after the piston passes Bottom Dead Center. For a small- to medium-sized street engine with a compression ratio around 9.5:1, look for 35 to 45 degrees. The big nasties, like an 11:1 131-incher, could get away with 60 to 65 degrees or maybe a little more if it's a high-rpm engine.

Bear in mind that none of these numbers are forged in steel. When in

doubt about cam timing, talk to an experienced engine builder or the cam manufacturer of your choice. Be ready to discuss your compression ratio, displacement, gear ratio, bike weight and riding style.

TENSIONER TECH

I have been thinking about buying a Hayden M6 primary chain adjuster for my 1998 Heritage Softail. The manufacturer claims that you will get a smoother ride and better shifting with the M6. Would you recommend it or not? I ride at least 10,000 miles a year, and reliability is also a big issue for me.

Billy Parks
Birmingham, Alabama

I used an M6 in a Softail stroker for a few years and put something like 40,000 miles on it with no problem. I didn't notice a change in shifting or a smoother ride, but I did talk with a Texas motorcycle officer whose department had installed them in the city cop fleet. He felt that the M6 improved shifting and ride quality quite a bit.

Whatever, the M6 kept my primary chain in perfect adjustment the whole time I rode it. In my book, that alone makes it a good product.

SWAP MEET SPECIAL

I just put a used S&S Super B carburetor that I bought at a swap meet on my Sportster 1200. It runs great on the highway, but it fouls spark plugs pretty bad when I ride it in town. I have tried every jet from a 0.068 up to a 0.078 but they don't seem to make any difference. Should I try a hotter spark plug or maybe the anti-fouling adapters that NAPA sells?

LUVMYXL
Via the Internet

Forget about the spark plugs and anti-foul adapters. They're fine for worn-out tractors and beater cars, but that's about it. Instead, call S&S at 608-627-1497 and ask for a copy of their B-carb instructions.

The info you need will be in the tuning and adjustments section. There, you'll find that the idle mixture screw on top of the carb and the intermediate jet control fuel mixture at around-town speeds.

I don't think it will cure the problem completely, try adjusting the mixture screw before you do anything else. Start your Sportster, bring it up to operating temperature, then turn the mixture screw slowly in until the engine almost dies, and then back out. The engine will speed up but then slow down both times. Final adjustment will be halfway between the two slow-down points. If you have to, adjust the idle screw on the right side of the carb body to put idle speed around 900-1,000 rpm.

When you've finished, go for a test ride. If the plugs don't foul, you're in business. If they do, you'll need to check the intermediate jet. Turn off your gas, carefully drain the float bowl while observing all of the Warnings that S&S lists about gasoline, and take off the float bowl by removing the four screws that attach it to the carb body.

The intermediate jet is the 8-inch round brass piece you'll find sticking out of the bottom of the carb body in the right rear corner. Remove it with a screwdriver if it has a slot in the bottom, or a pair of pliers if it doesn't. There should be a number on the side or bottom of the jet. Replace it with the next smaller one. For instance, if your Sport has a 0.031 now, replace it with a 0.0295. If it has a 0.0295 now, replace it with a 0.028, etc. I wouldn't expect it to want anything smaller than a 0.028 unless you live above 4,000 feet.

With the jet replaced, put everything back together, check for gas leaks, and fire the bike up. Then just reset the mixture screw and you'll be set.

Remember to make sure the air filter element is clean. Otherwise, it will restrict airflow and make the engine run rich. Also, be sure that the tip of the starting enricher isn't damaged, which would keep it from seating. Other glitches can make the carb run rich, but there are too many to get into here. I'll refer you to S&S if this hasn't solved your problem.

—Dr. Mudflap

How many times have you sat in your garage, just teetering on an old milk crate and scratching your head over how to do this or that? Well, here's your chance to find the answer—whether you want to hear it or not. Write to Talking Tech, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail your question to: wrench@easyriders.net.

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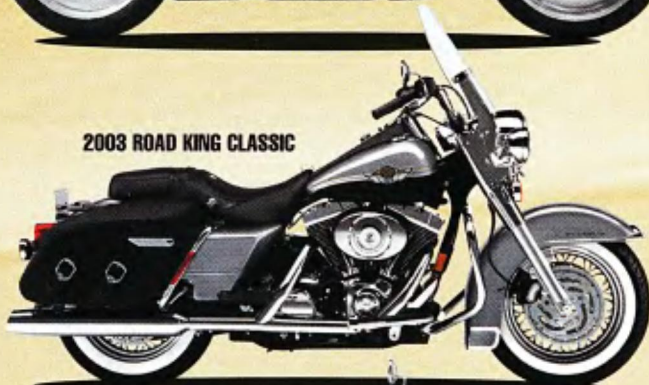
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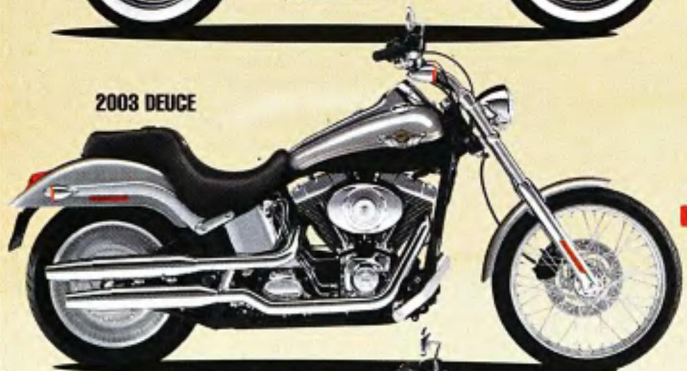


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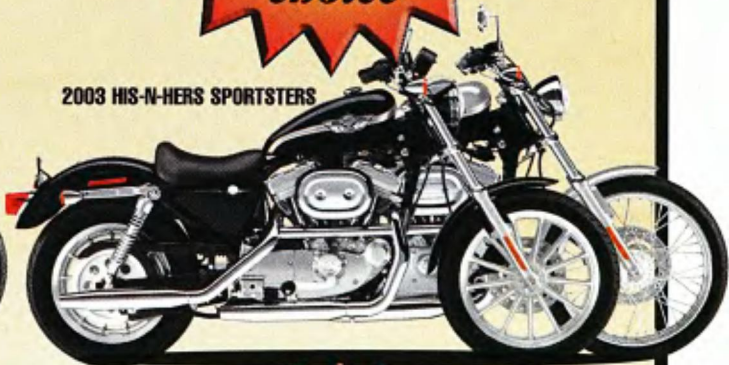


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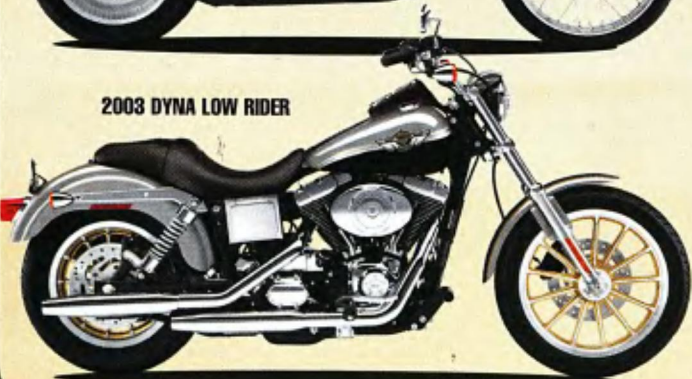
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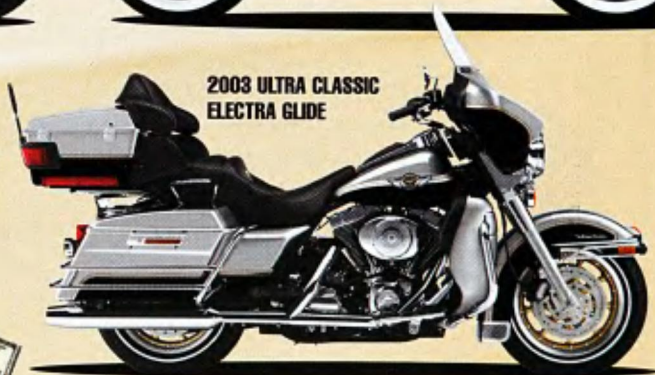
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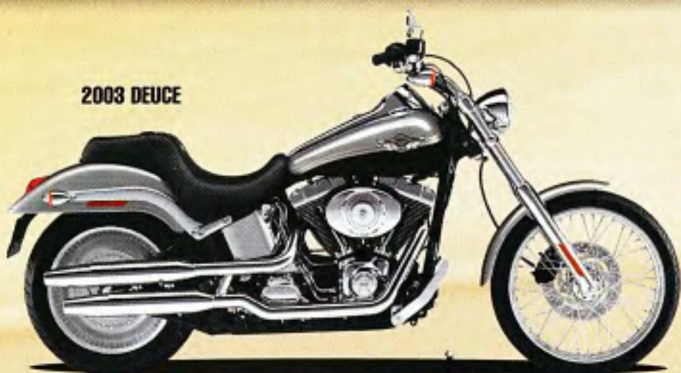
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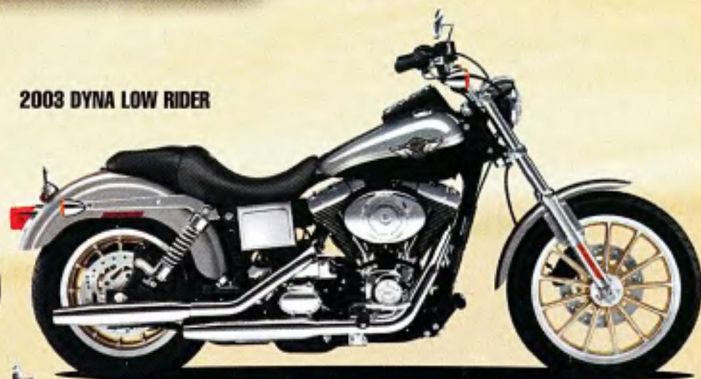
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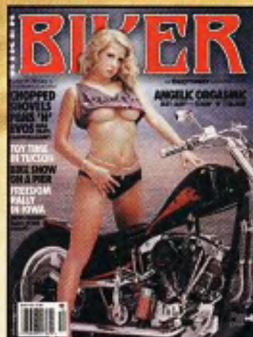
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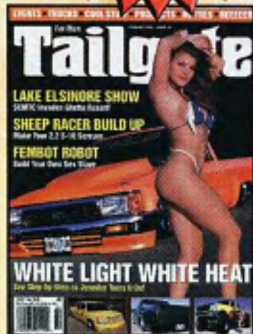
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Winners will be selected by random drawing from all entries received, and validated by Wood Business Solutions whose decisions will be final. Prize winners will be notified by mail within 90 days of the closing date and must acknowledge notification within 30 days, or the prize will be forfeited and an alternate winner selected. Unclaimed and returned prizes will not be awarded. THE ODDS OF WINNING DEPEND ON THE TOTAL NUMBER OF ELIGIBLE ENTRIES RECEIVED AND ARE NOT "PROVED BY SUBSCRIPTION PURCHASE."

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WALKING INTO YESTERYEAR

BILL'S OLD BIKE BARN

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ODDANE

Why do people collect things? Perhaps it is an assertion of identity. Keepsakes are essential as keys to the memory.

Collections are a way of preserving history. They also nourish the ego.

The owner usually delights in showing off his collection to anyone who is interested. Collecting can be seen as an antidote to the seriousness of everyday life, and an escape from the rat race.



Bill Morris has been collecting motorcycle memorabilia for 40 years now. He used to display it in his shop Bill's Custom Cycles, until a fateful visit from Harley-Davidson's lawyers forced him to come up with another plan. You see part of Bill's business is liquidating failing motorcycle shops. A shop would go out of business and he would buy everything including the signs and fixtures. He would hang the signs on his walls and from his ceilings. Somehow the legal beagles at Harley got wind of this and presented him with a "Cease and Desist" order. Bill asked his own lawyer, "What am I gonna do?" The answer was "if you display it in a building where you're not conducting business, there is nothing they can say." So ultimately, Harley was the kick in the ass that finally motivated Bill to build Bill's Old Bike Barn museum in Bloomsburg, Pennsylvania, to house his dream.

Morris told us that he started collecting motorcycles when it was fun, when \$30 or \$50 would buy an old bike. He's disturbed at what people think this old stuff is worth these days. Asked why he thinks people find antiques interesting, he says, "I think the whole country is looking for something old to grasp onto. They're tired of all the plastic crap. People like old things because they're real."

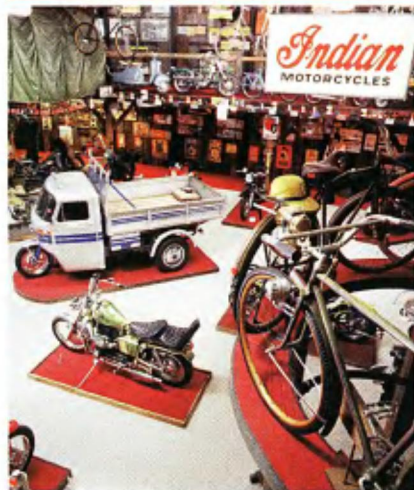
Bill is a human cousin to Neotoma Cinerea, the pack rat. He's probably its nearest living relative. For instance, whenever he would sell a new-old-stock part to a customer, he'd keep all the boxes. Valve boxes, piston boxes, wrist pin boxes...hoarding thousands of them. Now these old containers have become an essential part of the museum's decor, lining the walls, ceilings and every nook and cranny imaginable.

When you enter the museum the first thing you see is a circa late 1800s circus ticket booth. A majestic, German, carved carousel horse stands guard. You walk in

and immediately encounter Bill's Moto Guzzi dump truck, probably the only one in the U.S., and a 1948 Rolls Royce pickup. There are motorcycles everywhere: a 1949 Hydra Glide, a '61 Duo Glide, a '61 Police UL, a '37 knucklehead, a '62 Harley Topper with original sidecar. There are the Indians as well, like his 1937 Chief. There are Zundapps, Simplex, NSU, and Guzzis. Signs of every description, literature and posters cover the walls. It is quite extraordinary. A step

him to buy a '36 Foldcraft boat to complete the display. The boat folds up for storage; that's why they call it a Foldcraft. It was brand-new when he bought it. Of course that meant that Bill had to start a nautical section in the museum as well. One thing leads to another.... In talking with him we learned he's now looking for an Indian chainsaw. Who ever heard of that?

When Bill and his friends started, the first wing of the museum was 80 feet.



They erected a metal out-building, then dismantled an old barn on its site, and reassembled it in the building. Recently, they added another 100-foot wing to the museum and they say they're on their fifth barn now. It is Bill's belief that one day kids are going to have to visit museums to show them what a barn looks like.

The museum has had visitors from around the world: from Sweden, France, Italy, Japan, and Holland. Most of them are customers of Bill's Bike Shop and his huge mail-order business. Recently they bought a billboard on Route 80 and that brings in a lot of visitors as well. By now Bill's Old Bike Barn has become a regular roadside attraction.

Bill's Bike Shop, which specializes in old bike restorations, has extensive workshop facilities for rebuilding motors, trannys, wheels, and front ends, and they also have tons of parts. Bill's Custom Cycles has been restoring bikes since 1970 and the museum is a must see for young and old alike. Be sure to check it out when visiting Pennsylvania. —Kit Matra

into this museum is like walking into yesteryear.

His collection includes some real gems. He has a 1917 Harley JD with a sidecar that is pristine. One of his favorite bikes is his 1913 belt drive Harley-Davidson single. He recently added a 1914 Triumph to the collection. All told there are about 80 machines and Bill is adding new stuff all the time.

You'll discover a lot of non-motorcycle stuff in the collection as well. Like a '29 Indian lawnmower, the only one Bill has ever seen. It was originally made in Stroudsburg, Pennsylvania. He also has an Indian outboard motor, which forced

Bill's Old Bike Barn
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You've probably heard of tractor-ploughs, tractor-trailers, or maybe even a tractor-plane. But a tractor Harley? Can you hook some farm machinery to it or pull a semi down the freeway? Probably not, but agricultural utility was hardly the intended purpose when this unique ride was developed in the minds of the Denver's Choppers crew in Henderson, Nevada.

Famous as one of the birthplaces of the old-school chopper way back in the '60s, Denver's Choppers has been known for the unique, seriously mind-blowing rides emerging from its bowels for going on four decades now. This tractor bike is, in a way, a slight departure for the crew not only in terms of what a chopper should or shouldn't be, but also in terms of how much fun should be allowed when you're doing some serious work.

"We were just hanging around the shop one day, and we decided to build

something really different," is how Mondo, the head-honcho at Denver's, explains the incident. "So we started grabbing some parts and said, 'Hey, let's build something with a tractor seat.' And by the end of that afternoon, we had it all mocked up."

A friend of Mondo's then went to an antique store and returned some time later with a genuine John Deere tractor seat in hand. Attaching the seat was, according to Mondo, a breeze, and in order to give it some ride-ability, he added a set of mountain bike shocks underneath the seat.

To attach the seat, Mondo says he simply "welded a piece of chrome-moly tubing into the downtube of the frame and bent it and used that for the hinge point for the tractor seat. Then we got the shocks and threw them on the other end, and it was a done deal."

Another unique factor on this bike is that it has a '62 panhead motor that got blown to 100 inches with dual-plugged

heads by the motor geniuses at D&G Cycles and can be kickstarted as well as with the push of a button.

But as is the case with any Denver's bike, it's also all the little details and parts, most of which are made by Mondo and his crew, starting with the frame (built by Freddie Hernandez, another longtime Denver's brother) and the front end, which Mondo builds himself. "You really have to study the bike, though, to see all the nuances, like the fenders and the little lights, or the paintjob, which Jim Davis did. We tried to keep the appearance of the bike somewhat understated, which sort of is the mantra at our shop: less is more."

What had started out as a sort of joke, according to Mondo, "has turned out to be one of our most popular bikes at the various bike shows we go to. People ooh and aah over it all the time, and a lot of people come up and say, 'Naw, you can't ride that thing!'"

John Deere Revisited

A QUICK COMMENT ON AN UNUSUAL BIKE BY DENVER'S







So I tell 'em that farmers used to ride 12 hours a day in a seat like this. It's one of those bikes that you either love or hate, but either way, you're gonna make a comment about it." What more is there to say?

—Red Baron







passin' gas

This cute lil' sex-ed teacher draws a picture of a penis on the blackboard and asks the class, "Can anyone tell me what this is?"

Willy stands up and says, "I know what it is—it's a penis. And ya know what else I know? My Dad's got two of 'em."

The teacher, a little taken aback replies, "Two of them? Are you sure, Willy?"

"Sure I'm sure, teacher. He uses the little one to pee and the big one to brush the neighbor lady's teeth with."

*Big D
Funtown, USA*

Roach, an old biker, marries this foxy young hardbelly and although they're in love, she can't reach orgasm. So, they decide to ask a sex therapist for some advice.

The shrink says, "What you should do is hire a strapping young man. While you're making love, have him wave a towel over your naked bodies."

The couple's so desperate, they decide to hire an "escort" to wave the towel. But after a lengthy lovemaking session, the foxy wife still can't get off. Willing to try anything for his new bride, the graybeard switches positions with the young stud and after just a couple of minutes, she reaches a shuddering, screaming orgasm.

Roach smiles down at the two of 'em and proudly exclaims, "There, young fella...now that's how ya wave a towel!"

*Van Williams
Danville, Illinois*

Three couples head off to the mountains on their hawgs for a campin' trip, but one couple forgets their tent. Upon arrival at their site, they decide that the men will sleep in one tent while the women will have to share the other. After partyin' a while, they all head off to sleep.

In the middle of the night Hammer nudges his bro and says, "Hey, Darrell, it must be all the fresh air or sumthin', but I've got the biggest hard-on I've ever had. I'm goin' over to wake up the ol' lady."

"You want me to come with you?" Darrell asks.

"Why the fuck would I want you to come with me?" replies Hammer.

"Uh, 'cuz that's my cock ya got in yer hand."

*Elton M. Lee
Huntsville, Texas*

Q: What do ya call a biker in a three-piece suit?

A: The defendant.

*Redbeard,
Somerset, Pennsylvania*

Lil' Spike came down the stairs just a-cryin' his eyes out so his momma asked, "What's the matter now, dear? Why all the tears?"

"Pops was hangin' pictures on the wall when he hit his thumb with a hammer," sputtered the little guy between sobs.

"Why that's nuthin' to cry over, son. You shouldn't let something like that bother you, in fact you prob'ly shoulda just laughed."

"That's what I did...." sobbed Lil' Spike.

*Rooster
Crescent City, California*

After years together, one winter evening Mongo walks into the living room and says to his ol' lady, "I'm goin' to the bar. Put your coat on."

His ol' lady, surprised but thrilled to finally be included in his nocturnal activities, asks, "Does that mean you're taking me with you tonight, honey?"

"Hell, no!" he blurts out. "It means I'm turnin' the heat off while I'm gone."

*Joey Hayes
Lost Angeles*

A burglar breaks into this house and starts grabbin' up the goodies when he hears a voice from behind say, "Jesus is watching you."

The burglar quickly drops his bag and turns around only to see a parrot in a cage.

"Ya damn bird, ya nearly scared the shit outta me," he says. "What's yer name?"

"Moses," the bird squawks.

"Moses! What kinda idiot names his bird Moses?" mutters the burglar to himself, reachin' for his bag.

"The same idiot that names his pit bull Jesus," replies the bird.

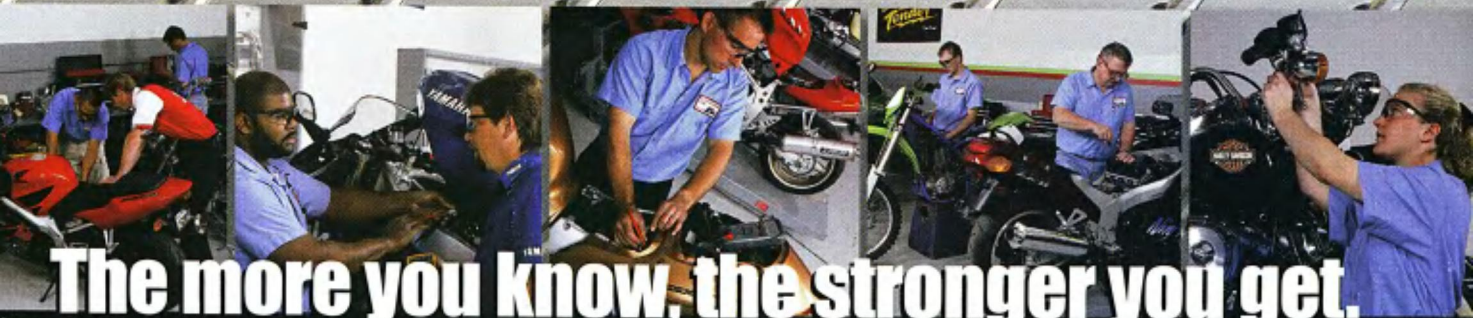
*Jon Macevius
Irving, Texas*

Face it—everybody can use a good laugh now and then. That ain't to say you're gonna find one on these pages, but whatdahell, we hadda fill the space somehow, and you're at least bound to run into a gut-grabbin' groaner or two. Think you can do any better? Prove it. Send us your best stuff. We'll pay \$40 in hard, American cash for every knee-slappin' newie or moldy oldie that we print. Sorry, but contributions can be neither acknowledged nor returned. Send yer smilers to: Jokes, c/o Easyriders, P.O. Box 3000, Agoura Hills, CA 91376-3000, or e-mail them to us at PaisanoPub@aol.com.

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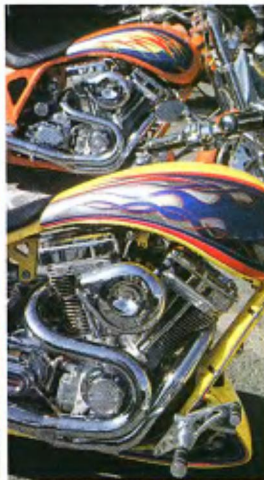
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ER 0403



The ponies weren't churning up the turf at the beautifully manicured Del Mar racetrack near San Diego, instead iron horses growled, barked, snarled and burbled their way around the mile track, claimed for this particular sunny October Saturday by wheel-to-wheel vintage racing.

The dirt track competition, under the direction of racing legend and stuntman par excellence Eddie Mulder, was in sharp contrast to the elegant gathering of vintage, antique and custom motorcycles taking place just the other side of the palatial stadium. Clustered around the ornate fountains and grassy lawns of the adjoining paddock areas were literally



Del Mar: Vintage & Custom



hundreds of historic machines on display, representing the crème de la crème of both the very old and the very new, all drawn to the 27th Del Mar Concourse D'Elegance as was a crowd of 16,000 spectators. A total of 165 judged bikes of all makes and models were joined by radical V-twin customs sharing the spotlight, not to mention another 50 machines in the "For Sale" bike corral that in itself was quite a show.

Set in the posh atmosphere of the Del Mar Fairgrounds, it's without a doubt the most elegant showing of motorcycles this side of the Guggenheim's famous *Art of the Motorcycle* exhibit. But while the record-making Guggenheim show was scheduled to end last December, the Del Mar Concourse will be with us for many years to come, especially since the event's new director, Glen Bator, has set his sights on returning the Del Mar event to its previous status as the "Pebble Beach" of motorcycle shows.

The gates opened promptly at 6 a.m. and bikes began rolling in, both the show bikes and the ones clogging the vast fairground parking lots at other end of the event area. For the most part it was an ocean of Harley-Davidsons but well-represented were literally every make of European, British and Japanese machines, for the moment their riders all responding to a common denominator shared by all, regardless of their brand persuasion...the magic of old bikes. Lots of old bikes. Some were even for sale.

In addition to the droves of historic iron, each a story unto itself, you could meander through the rows of vendor booths and check out the latest products, newest production motorcycles, and biker gear or try haggling for that rare treasure in the swap meet section.

Highlights included the incredible 1912 Indian 8-valve Boardtracker owned by John Howard that contrasted beautifully with restorer Fred Lange's gray 1916 Harley 8-valve racer. While the American bikes were a major focus, with Best of Show eventually going to Bob Mitchell's 1940 Indian 4-cylinder that scored 99 of 100 points, there were some outstanding European entries that grabbed you by the socks, such as the jewel-like 1955 Moto Rumi Junior Telescopico restored by a nice display of memorabilia. In the Brit bike category, well represented by Norton, Triumph, BSA, AJS-Matchless and Vincent entries, one that you couldn't miss, and wouldn't want to was Larry Feece's blood red 1946 Vincent Surtees Replica that he calls "The Copy Cat." Larry would go on to win the Dick

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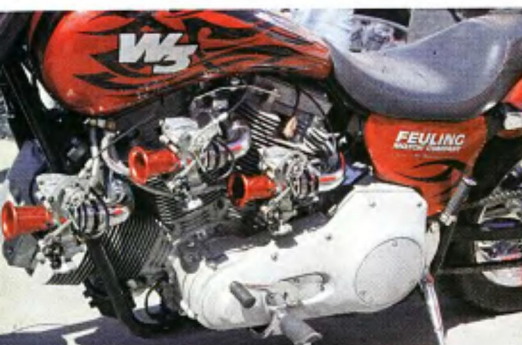
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Busby Memorial Award for the Best Vincent for the other Vincent he brought to the show, his meticulously restored 1954 Series C Black Shadow. Speaking of multiple award winners, David Merritt took home an armload including Best Ariel and Best Vincent. The awards, given out at the end of the day, had its surprises mostly because there were a number of surprising bikes heating up the competition. Take for example the winner of the Sponsor's Award, aka the bike picked by the event's director, in this case Pat Newley's 1973 Jawa DT 500 ice racer. Her husband Rick won the Best Original Unrestored to '82 award for his '73 Jawa Speedway, an original bike that had never been ridden.

Just as cool was L.A.-area restorer Walt Riddle's replica antique single-cylinder motorbike that looked like it stepped out of a 1910 time warp. Powered by a Briggs & Stratton engine rescued from a cement mixer, the cobalt blue beauty was literally handmade by Walt who poured 235 hours into his creation. Given the name "Winnetka Cycle" after Walt's hometown, there are plans to build a limited production run. Walt hopes to rekindle some of the fire of homebuilt bikes circa the early 1900s when American bike building had its first great flurry of creativity. Sounds like another category could be added to Del Mar's list; a great way to get both veteran and young bike builders into the act.

Del Mar this year had an exceptional number of bikes entered in the Custom Bikes category, and a truly exceptional example took the top prize, a bike called "Dinah" by its designer and builder 26-year-old Jesse Rooke of Phoenix. The extremely radical bike, powered by a 120-inch Merch Stage 3 motor, drew a continuous crowd all day long, and would go home with Best Custom of Show. It was Jesse's first custom bike. Talk about a rising star, call him a supernova. Says Jesse about his first effort: "This bike has a rigid single-sided rear, which I hadn't seen anyone else do. I

think it's a little bit harder to do than a Softail single-sided because you have to brace everything up. We put the oil bag into the front downtubes, while the matching design for the single-sided front end I got from old BMX bikes."

Another bike that caught our eyes was Palm Springs, California, resident Marc Auriette's freshly minted "8-Ball" hobber shovelhead custom fabricated by show winning Harley and Indian restorer Jim Weems. And what would a bike show be without someone's re-creation of the legendary "Captain America" chopper made famous by the classic biker film *Easy Rider*. In this case it was Sam Low's '58 FLH in stars-and-stripes mode, good enough to take home a trophy.

Over at Eddie Mulder's dirt track event, Indians, Harleys as well British and vintage Japanese bikes brawled the day away. One of the hottest competitions was the Senior Division, which meant you had to be over 50 to get into the fray, and there were plenty of takers like Bob Graves, from Hemet, California, who blasted around the track on his '68 Triumph Bonnie and Brad Rudy on his 500 Rotax, not to forget well-known veteran motor journalist Alan Girdler flogging a 1970 XR750 Big Base Indian Sport Scout and shocked the crowd with his riding style. Well, actually, he was the one that was being shocked. Due to an electronic glitch with the magneto, 30,000 volts were transmitted to the handlebars which caused Dave to lift his arms high into the air and appeared to be flapping his hands in an effort to gain more speed. Biting the bullet, and taking the juice, the intrepid rider and photographer, completed the race, coming off his bike literally all charged up.

The event's organizer Glen Bator summed up the day, saying, "We have a very nice selection of motorcycles here this year. The antique and classic bikes is relatively strong, and there's a huge selection of custom bikes. The Eddie Mulder races are going on now as we speak. Watching the old bikes go roundy

round on the mile track truly is something to watch...and hear. We also have quite a few old-time racers and people who literally made history, and we're very happy to have them here to honor them for their past achievements. You couldn't ask for a better day, and the San Diego area is a beautiful place, the Del Mar track and race grounds a fantastic venue for this event. We're very proud to be part of it, and we'll be promoting the Concourse and the Parts Exchange for years to come."

Glen has been involved with this show for over a dozen years and served as head judge numerous times, so he wasn't too happy when he noticed that in recent years the number of bikes showing up at the show had begun diminishing. "One of my crusades when taking over the direction of the show was to get the old crew to pull their bikes out of the garage, dust off the cobwebs and bring them down here and thereby get new people involved in this industry and sport. We have a really great judging crew with Dave Carlton as head judge this year. We maintain a solid and coherent format from one to the next by way of our Southern California Judging Coalition who basically take care of all of my events here in California. By use of score cards each entrant can note what steps can be taken to improve his bike's score for the next event so it's a positive experience all around."

Bator International, in addition to the Del Mar event, also stages three other California vintage and classic bike events including the Hanford Antique and Classic Show and Swap Meet in May, the September El Camino Classic Motorcycle Rally (El Camino College, Torrance, California) and helps out Yoshi from the Los Angeles-based Garage Company with their annual Corsa Moto Corsica vintage race and show at Willow Springs as well as Eddie Mulder's Sacramento Mile Track Races. The full schedule of events can be found at www.batorinternational.com.

—Paul Garson



First Place Winner's List

(15 judges spent 4 1/2 hours judging the 165 entries before the final results were posted)

Antique American 1900-1929:

1912 Indian Boardtracker—John Howard

Vintage American 1930-1955:

1940 Indian Four—Bob Mitchell

Classic American 1956-1982:

1969 H-D Sprint ERS—Dave Jodlin

Special Ariel Award:

Custom Ariel—Jim Schaffer

Best Ariel:

1957 Square Four—Dave Merritt

Best Vincent:

1954 Black Shadow—David Merritt

Best Indian:

1915 Twin—Ron Mattson

Best Harley-Davidson:

1916 Boardtracker—Fred Lange

Dick Busby Memorial Award for Best Vincent:

Larry Feece

Sponsor's Choice:

1957 Jawa Ice Racer—Pat Newley

Best of Show:

1940 Indian Four—Bob Mitchell

Best Custom of Show:

2002 "Dinah"—builder/owner Jesse Rooke

Antique British 1900-1929:

1928 AJS—Andrea Madigan

Vintage British 1930-1955:

1954 Black Shadow—David Merritt

Classic British 1956-1982:

1966 Triumph 120TT—Patrick Coughlin

Vintage European 1930-1955:

1953 Ducati Cucciolo—Les Castiglione

Classic European 1956-1982:

1957 Ducati 175cc—Allan Chalk

Classic Japanese under 400cc:

1970 Kawasaki Trail Boss—Mike Ochs

Classic Japanese over 400cc:

1982 Yamaha XJ650 Turbo—John Donnellon

Off-Road Competition to 1982:

1970 Yamaha 750-1/2 miler—Dusty Behrman

On-Road Competition to 1982:

1963 Bultaco TSS—Donald McCollough

Custom Vintage & Bobbers to 1982:

1927/47 Indian Chief—Richard Budd

Custom Unrestored to 1982:

1973 Jawa DT500—Rick Newley

Powered Bikes & Scooters to 1982:

1953 Vespa—Tom Stafford

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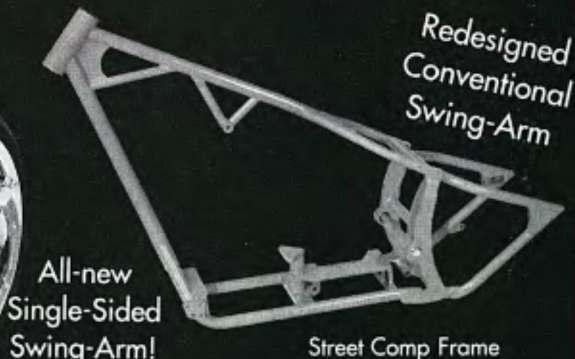


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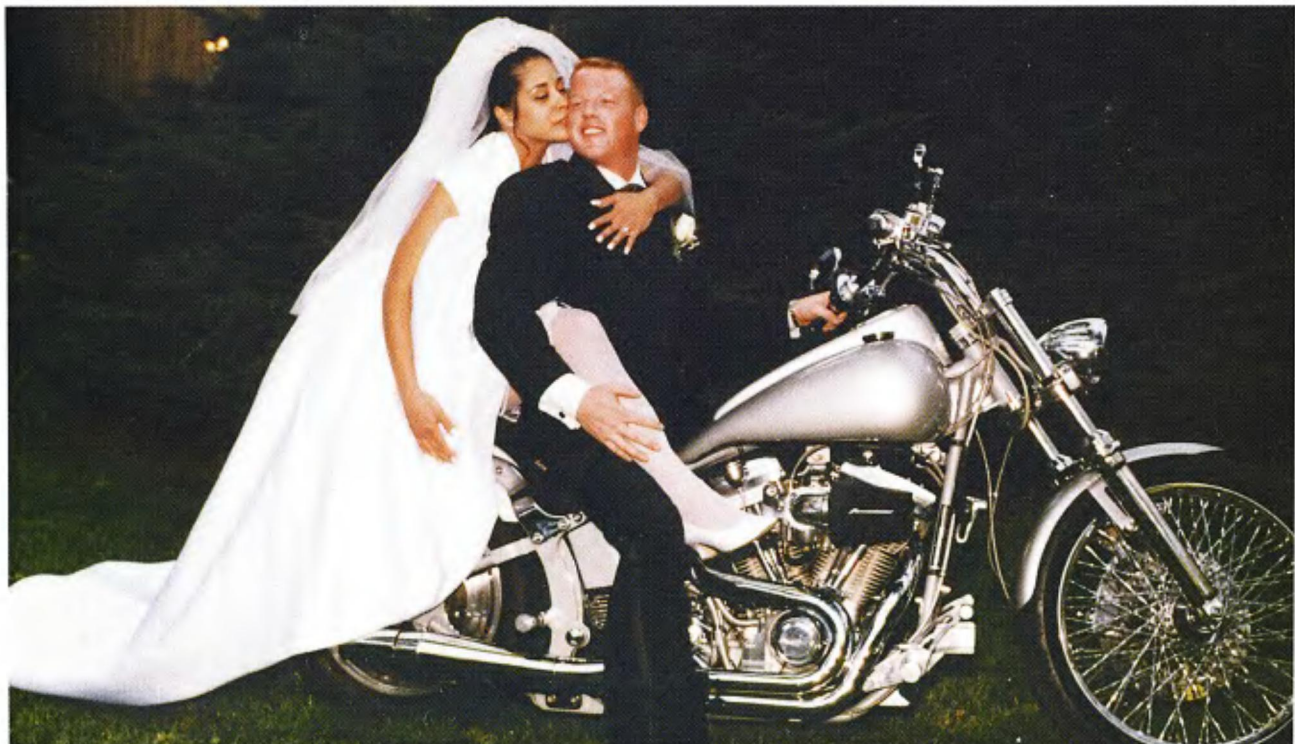
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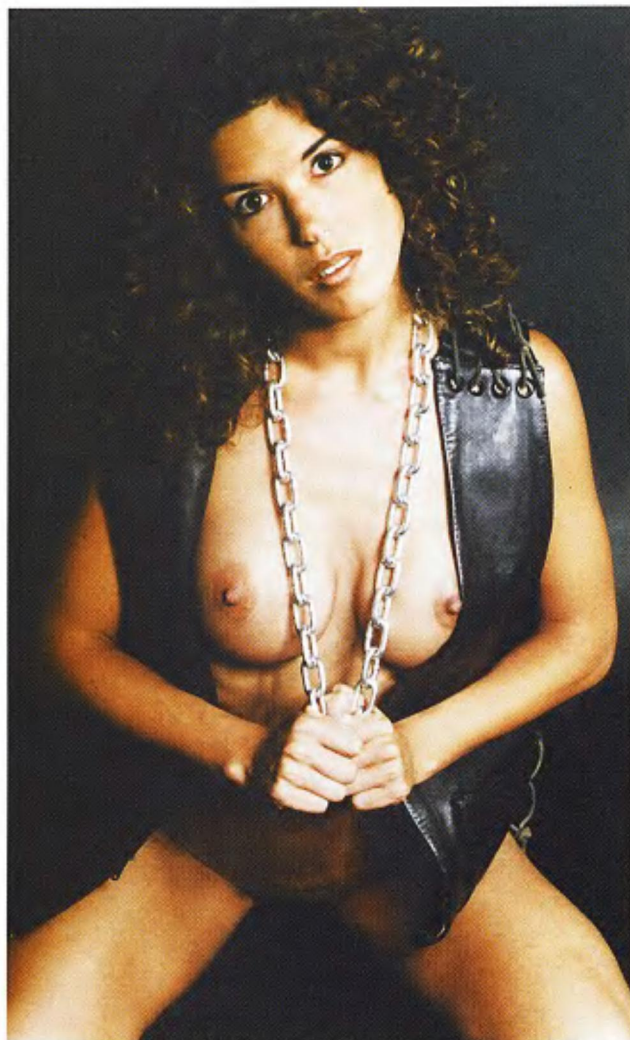


Doin' her part to keep up morale for our firefightin' brothers at the Love Ride.

—Bob and Kim Gutierrez, San Juan Capistrano, Calif.



Brides-to-be Tech Tip: Don't ride in wedding gowns! Belt drives love lace, satin, taffeta, etc. —Red and Angie Kaminski, Cortland Manor, N.Y.

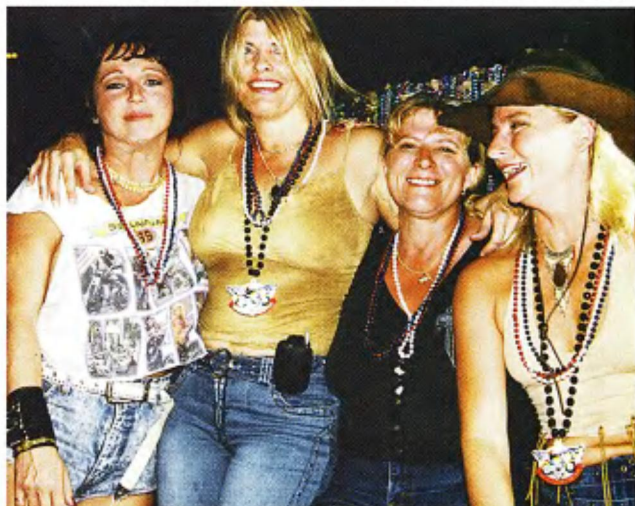


Margaret.

—Woody Hayman, *Shadows & Shapes*, Rome, Ga.



—S. Sullivan, *Lasting Impressions*, Thousand Oaks, Calif.



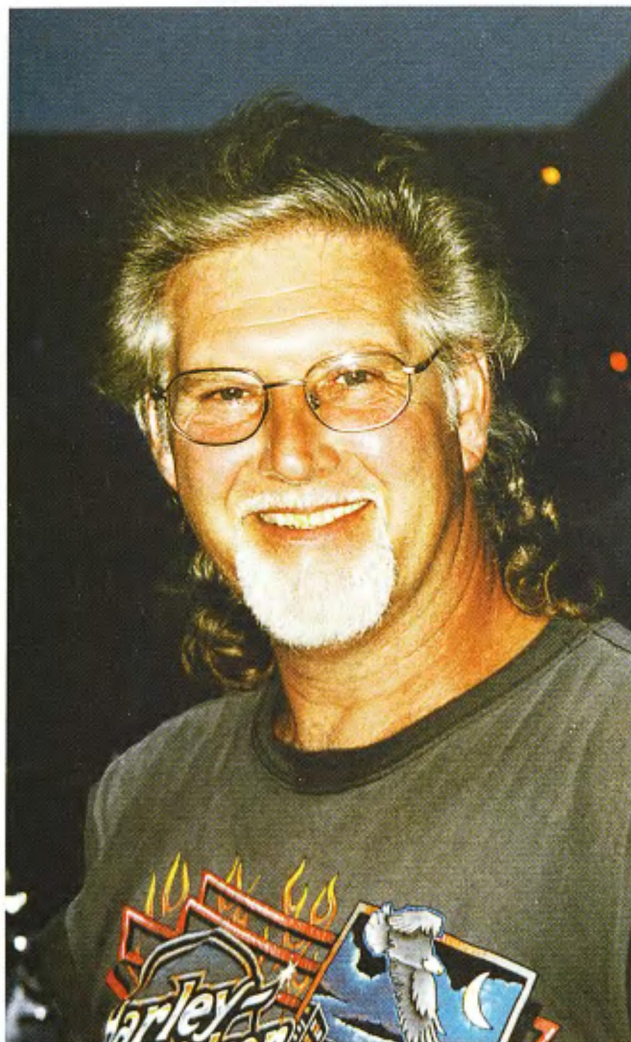
Wild Women of Key West. Allegedly.

—Katmandu, Key West, Fla.



Camping crew at Freedom Rally 2002, Algona, Iowa.

—Shawn Schleicher and Brandi Bode, Stevens Point, Wis.

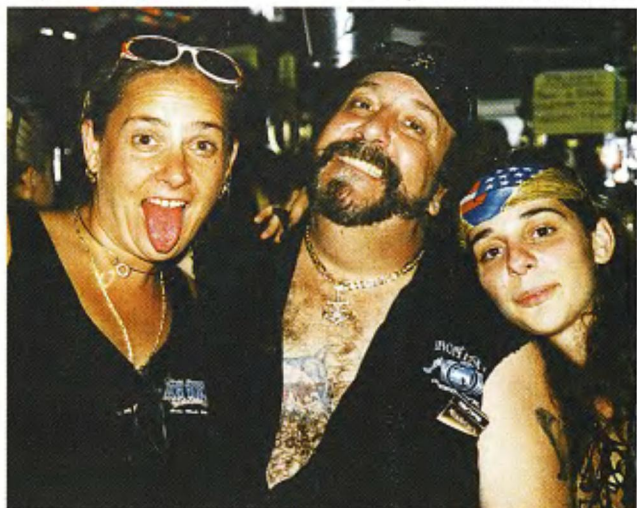


—Jeff Young, Storm Lake, Iowa



Belly-bumpin' good times.

—Ray Owens, Welcome, N.C.



WOG Party. Walt's World is OK.

—Katmandu, Ft. Pierce, Fla.



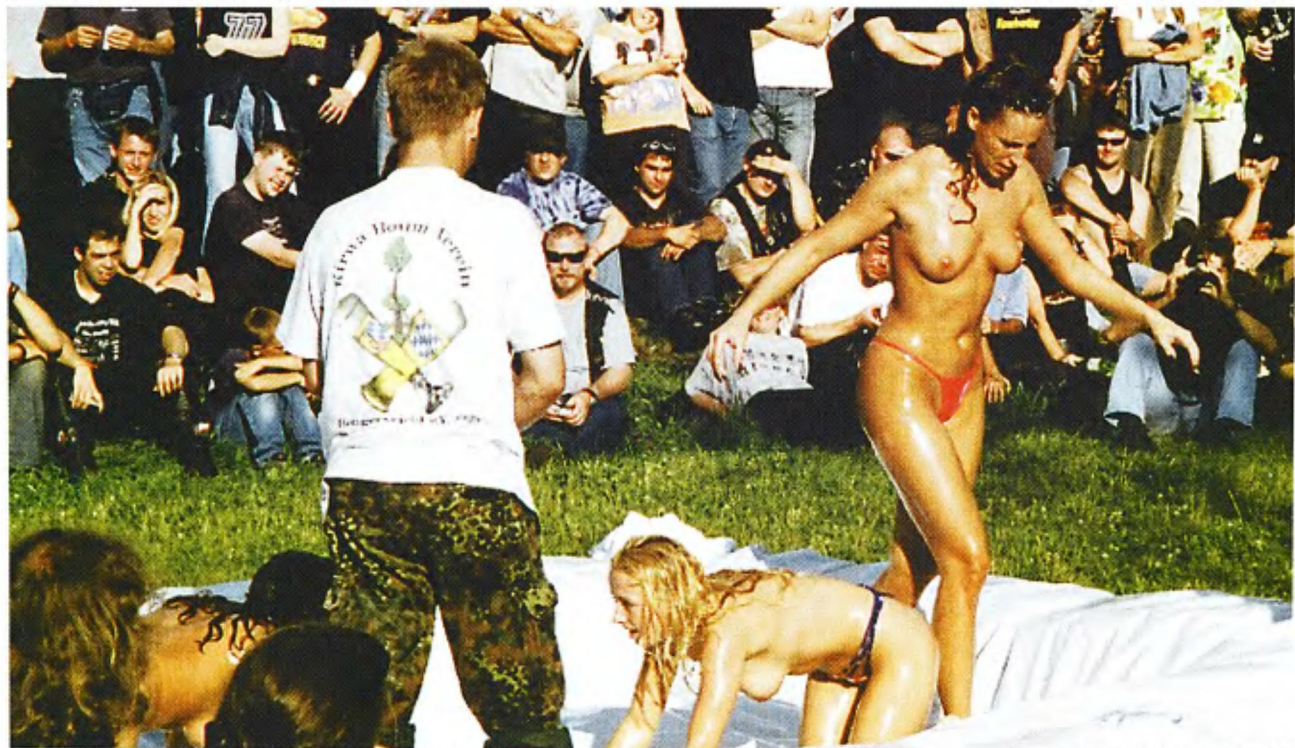
Layin' tracks in Hoosierland on a Harley Fat Boy.

—Hot Shots Photography, Lafayette, Ind.



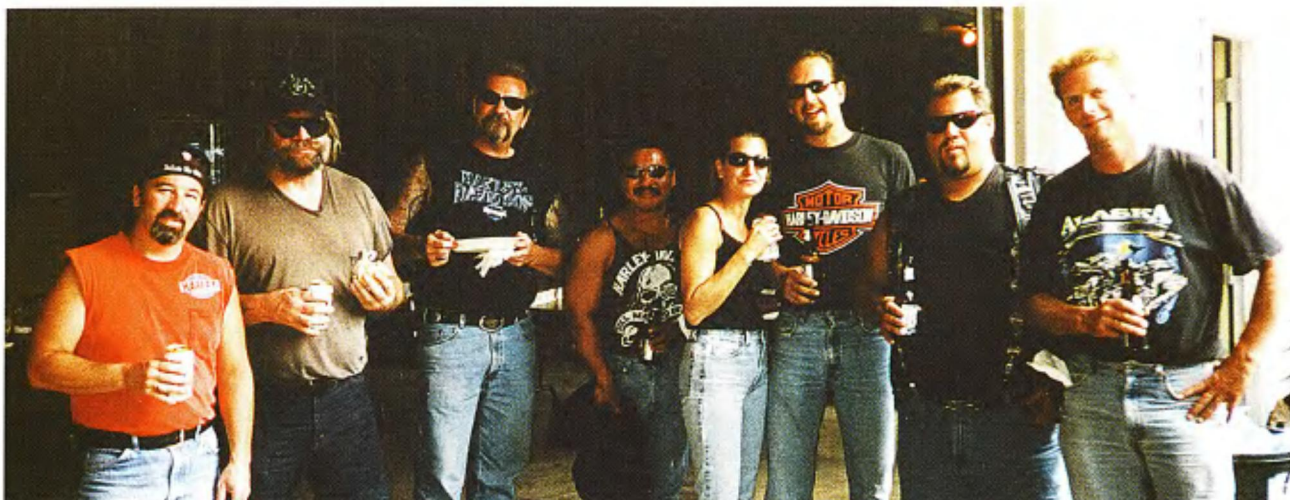
Mike and Ann Martin say, "I do," with speed. June 6, 2002.

—Jeff McKee, Reynoldsville, Pa.



Finely-engineered Fräuleins from the Fatherland at the Bike and Music Weekend, Geiselwind, Germany.

—David Coldwell, APO AE



Pig roast party people at Kelly's Bar, Trevor, Wis.: Jerry, Stash, Harold, Bo, Lori, Tom, George and Steve.

—Judy Boden, Wilmette, Ill.



Ray likes extra UV protection.

—Pez and Egg, Meriden, Conn.

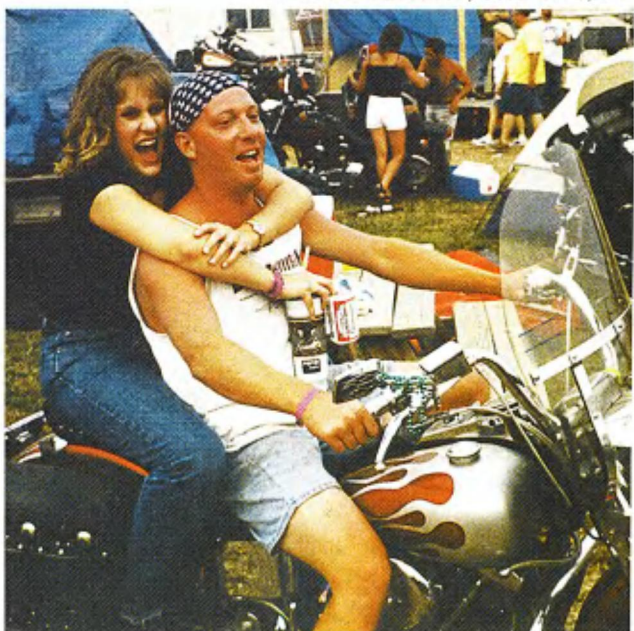


—Don and Linda Morrow, South Bend, Ind.



Freedom Rally flier.

—Terry Orr, Humboldt, Iowa



She's got a grip on what's important.

—Wildman, Freeport, Ohio



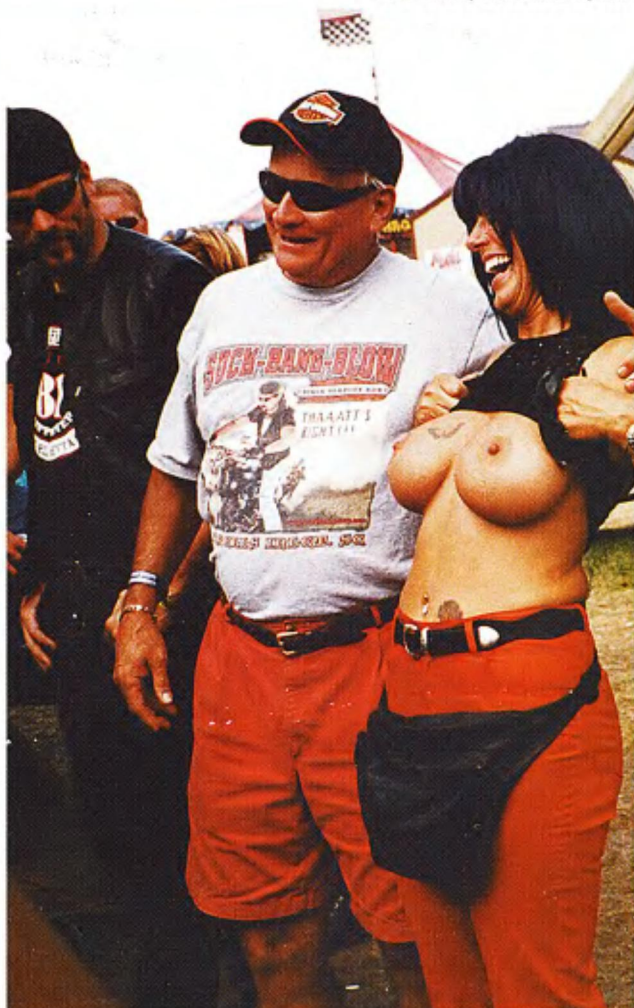
Standing out in the crowd at Reading (Pa.) M/C's 88th anniversary.

—Ted Arsen, Lindenhurst, N.Y.



"Is this what you rode here for?"

—Ray Owens, Welcome, N.C.



Tits—keepin' men young for eons. —Mike Frank, N. Ridgeville, Ohio

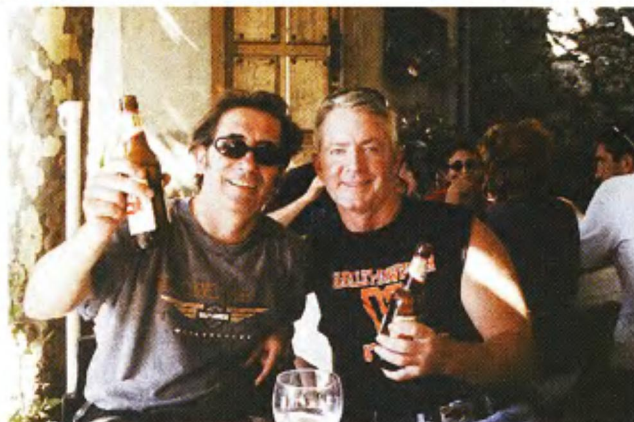


Al gets expert repair help checking for torqued nuts and hairline cracks on his primary chain tensioner.

—Al Carrier, Laconia, N.H.



A good look: blond, blues, and...tits! —Dan Burt, Bossier City, La.



Bros of separate shores. —E.T. Fernandez III, Picos de Europa, Spain



We smell a catfight in his future.

—Jim Padgett, Buckhorn, Mo.

Each month, the best pictures our readers send us are printed here. We can use only good, in-focus, black-and-white or color prints, color slides (35 mm, 2 1/4, or 4 x 5) or digital art. Whether it's the exhilaration of a dude and his chick flyin' down the road, an all-out biker bash, or a hot babe showin' her stuff—these photos typify the fun, excitement, and freedom of biking. We now pay \$100 for each full-page color photo, \$50 for half-page color photos, \$40 for

color photos printed smaller than half-page and \$30 for every black-and-white picture printed.) Please label all photographs you send with your name and address. If you want your photos returned, include a self-addressed, stamped envelope (SASE). Mail them to: *Easyriders* In The Wind, P.O. Box 3000, Agoura Hills, CA 91376-3000. We accept digital photos at: photos@easyriders.net. Please include your mailing address with all digital submissions.

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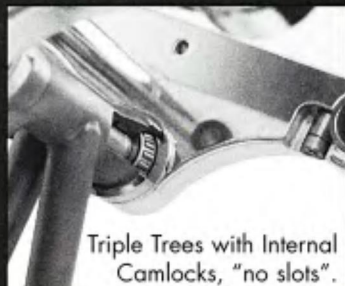
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JAMES WILLIAMS' KANSAS CITY CUSTOM





Motorcycles bring out the best in some of us. And they've been known to mend both body and spirit in ways traditional medicine can only wonder at. Case in point is the story of James Williams III and his very, very low Lo-Pro K.C. Creations customs show winner.

The story starts a few years ago after a visit to the hospital for a routine one-hour operation to repair some damage incurred in a motorcycle accident. There was one of those nightmare glitches you read about. Something about the right amount of anesthesia, a pinched oxygen tube, and then... lights out. James had expected to wake up an hour later and be back on the road. Problem was time took a detour, and it was an incredible six months later before he woke up. And he wasn't going anywhere.

There would be months of painful therapy, as he literally had to relearn what we all take for granted. Like how to walk and to breathe. His lungs had been damaged, and to this day he carries on his bike the life-giving oxygen that enables him to enjoy his pride and joy, Lo-Pro.

It was his own brother-in-law John Brandon, a Harley rider, who hooked him up with the guys at K.C. Creations. The shop is located just across the state line from James' home in Greenwood, Missouri, a small agricultural town. Because James, at 6 foot 1, experiences trouble with his legs, he was unable to sling them over a bike. A solution came in the form of a modified K.C. Lo-Pro frame that was cut another 1 1/2 inches lower. This enables James to approach the bike from the rear fender and literally walk over it and sit right down on the saddle. He dismounts in the same fashion after clicking down the kickstand.

"Here I was after two years of therapy and everybody riding by me on bikes. I told them I needed to get on it safely and be able to ride it. Kim Suter and Brian Thompson and the K.C. guys had a lot of



patience and helped me work it all out, and were very nice to me. I wanted a bike that was a show bike but one I could ride all the time. I don't trailer it; I ride it to all the events."

Speaking of events, James and his bike have won or placed every show he's attended, including Best of Show second place at the Kansas City Easyriders Bike Show. He's also won the Woodlands Kansas City event, taking Best of Show over both cars and bikes and will be appearing at the Columbus, Ohio, Easyriders end of season finale.

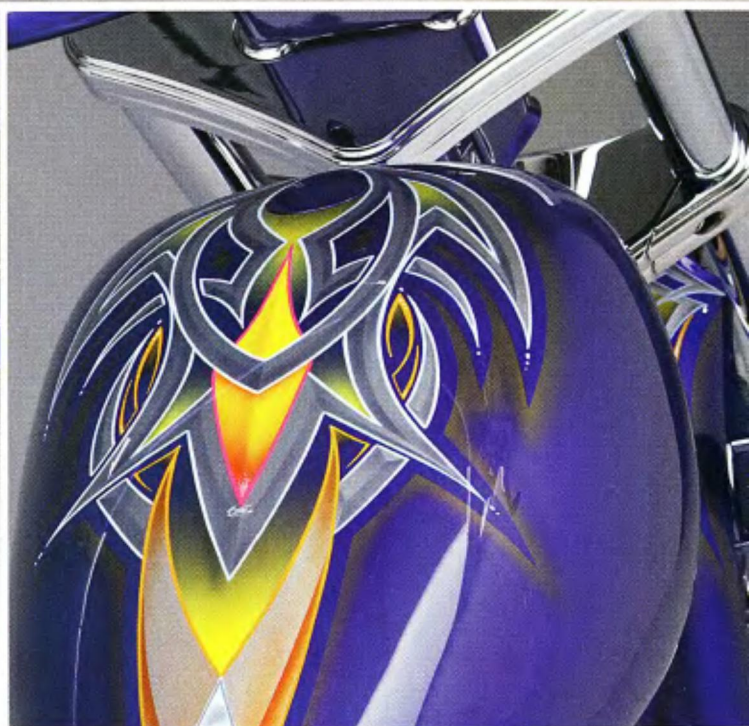
The bike's sheet metal was entrusted to Paul Harper and the molding and Burble paint was handled by Jason Chennault and Scott Thomas of Scott's Design, K.C. Creations in-house paint crew. Another cool feature are the K.C. Creations 5-spoke ".50 Caliber" wheels. The mighty

drivetrain is a special edition 110-inch S&S motor and a 6-speed Baker tranny. "It does run good," says James. As for the therapeutic benefits of his bike, he says, "Mentally and physically, the bike makes me feel a lot better." Back on the road again and certainly an inspiration to all who meet him, James also shares his personal achievement with others by taking every opportunity to show up at a wide range of charity benefits.

Kim and Cheryl Suter started K.C. Creations in 1995, and then in January 2001, founded Easyriders of Kansas City with the new K.C. Creations/Easyriders facility strategically located at Interstate 35 at 7524 Frontage Road in Overland Park, Kansas. For more info call Kim at 800-821-9560 or log on to their Web site: www.kc-creations.com.

—Paul Garson





Owner: James Williams III
City: Greenwood, Missouri
General
Designer: K.C. Creations/
 Kansas City Easyriders

General
Fabrication: K.C. Creations
Year and make: 2002 K.C. Custom
Model: Lo-Pro
Assembly: K.C. Creations
Time: 6 months
Chroming: Browns/A&A

Engine
Year: 1998
Model: S&S 110 S.E.
Rebuilder: S&S
Ignition: Dyna 2000
Displacement: 110-cubic-inches

Lower end: S&S
Balancing: S&S
Pistons: 10.25:1
Heads: Pro-Stock
Cam: 600
Carb(s): S&S Super G
Air cleaner: Paul Yaffe
 Originals

Pipes: K.C. Creations
Transmission
Year: 2001 Baker
Modifications: chromed
Shifting: 6-speed

Painting
Painter: Jason/Scotts Design
Color/Type: ..House of Kolor Burble
Special paint: airbrush by
 John Nicholas

Frame
Year: 2001 K.C. Creations
Builder: Racing Innovations
Type: dropseat
Rake: 40 degrees
Stretch: 4 inches
Shocks: chrome H-D

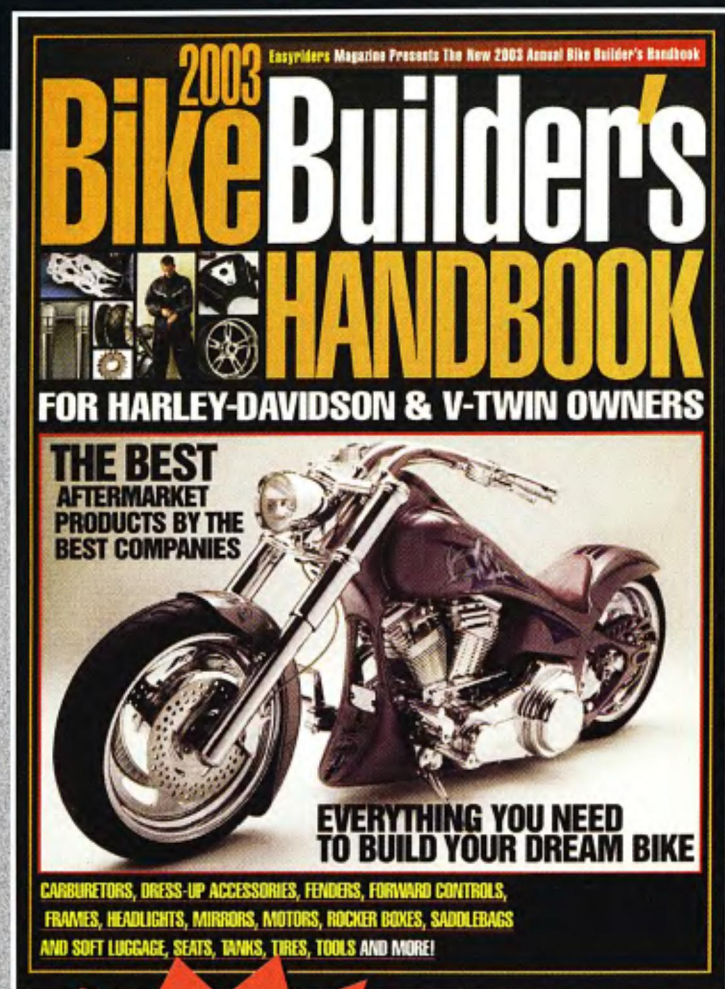
Accessories
Bars: K.C. Creations
Risers: K.C. Creations
Handlebar controls: PM
Fenders: K.C. Creations/
 Paul Harper
Headlight: Headwinds
Taillight: ..Paul Yaffe/K.C. Creations.
Speedo: Dakota Digital
Front pegs: JayBrake
Rear pegs: nope

Electrics: Paul Harper
Gas tank: Independent
Oil tank: K.C. Creations
Oil system: K.C. Creations
Seat: Danny Gray
Mirrors: Billet
Grips: K.C. Creations

Forks
Type: Perse
Extension: 6-inch over
Builder: RC Components
Special Features: 5 degree
 billet trees

Wheels
Type: K.C. Creations .50 Caliber
Tires: Metzeler
Brakes: RevTech
Photographer: Michael Lichter

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Meet November's Winner

We're back on track! Your November winner actually entered the Fox Hunt contest over a year and a half ago. Although she also garnered the most votes then as well, she hadn't planned on getting pregnant during the contest—hey, these things take a few months. So, after having to drop out, she entered again and won...again. Hailing from Portland, Oregon, you'll find that this little MILF (Don't make me explain *that* one to you) is just a daddy's girl at heart. Although making a topless appearance here, she's still the "collection specialist" for the family sanitation business. Wonder what happens when ya don't pay your bill? She may look cute and nice, but watch a couple episodes of the *Sopranos*...get the idea? Oh lighten up. We flew this little lovely down to SoCal and matched her up with Terry Agnew's "Phat Azz" Softail. Check out the shots on Page 98. Pretty amazing, considering Oil Can had her out all night before with some guys with names like "Shark," "Iceman," "Fingers," and "12." It's a long story.

—Will E. Lee (not Jack Brown)



Jessica-Nevada

#401

"I was just a little girl on one of my dad's bikes and it was one of the best days ever. Now, years later, it's still the most awesome feeling."



Kim-Ohio

#402

"My first ride made me realize that there is absolutely nothing like having a \$25,000 vibrator nestled between your legs."



Malisia-California

#403

"I was 10 years old when my uncle took me for a ride, complete with a wheelie. I was hooked for life."



Janet-Arizona

#404

"I rode on crotch rockets before, but after my first Harley ride, I'll never go back."



Rebecca-Georgia

#405

"My brother used to take me out all the time when I was 15. I fell in love with all that power between my legs and just can't get enough of it now."



Kimberly-Texas

#406

"My first ride on my husband's bike was pure freedom. The wind blowing across my skin, the roar of the engine. I was in heaven."

Ladies, make \$500 by being selected the winner and modeling for an *Easyriders* feature! Men, help pick the winner by mailing in your vote. It's up to you to decide which luscious lass gets to share her wares with all of bikerdom in an *Easyriders* feature. So grab a pen and a postcard and vote!

OK, bros, here's a chance to share your favorite hardbelly with all of bikerdom on the pages of *Easyriders*! We're hunting for the best-looking, real-life, bike-lovin' babes to show their stuff.

It works this way—if your entry is selected as the monthly winner, you get \$150 for sending in the photo; the cutie gets \$350 for modeling at our studio or choice of location. (Girls, send in your own photo and grab the whole \$500!) We'll even throw in round-trip airfare, a personal chaperone, and deluxe accommodations at a hotel—with indoor plumbing, even—and maybe, just maybe, even a ride on one of our custom bikes.

The contestants are selected by our lecherous staff, and the winner is determined by your votes, based on how many votes are received in the mail during the voting period.

Final judging will be based partially on the contestants' reasons—in writing—for wanting to pose for *Easyriders*.

Applicants must be 18 years of age or older to be considered. The following documents are required of each Fox Hunt entrant:

1. Entry photos must be topless. No Polaroids or scanned photos!
2. The release form (on this page) signed and a photocopy of model's driver's license.
3. A photograph of the model holding the signed release form and her driver's license.

Ladies, one last favor. In your own sweet, legible handwriting, please fill out the entry form and answer the question at the bottom of the page.

Photos must be color prints, or color slides—no negatives and no Polaroids. Send in more than one and let us decide. Sorry, absolutely no photos will be returned without a self-addressed stamped envelope (SASE); all published entries become the property of *Easyriders*, Inc.

Readers, exercise your God-given right as a biker and reader of this rag and vote. Simply write the name and number of the lady you like best on

a postcard—or on the back of a sealed envelope—and mail it to #357 *Easyriders* Fox Hunt, P.O. Box 3000, Agoura Hills, CA 91376-3000.

For this issue you may begin sending in your votes February 1, 2003. The voting deadline for this month's crop of cuties is February 28, 2003. We'll announce the winner in the July 2003 issue.



Here she is, your December 2002 monthly Fox Hunt winner, Jennifer, Number 1205, from sunny SoCal, California. Come back next month and see a lot more of her next issue.

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FOX HUNT

**P.O. Box 3000,
Agoura Hills, CA
91376-3000**

I hereby give *Easyriders* magazine, its successors and assigns, and those acting under its permission or upon its authority, permission to copyright and/or publish any photograph of myself with or without using my name, and to keep changes in or additions to such photographs, portraits, in such manner as shall seem proper to their use. I also understand that editorial matter will accompany these photos. I certify that I am of full age (18) and am possessed of full legal capacity to execute the foregoing authorization. I further agree that if I am selected, that for valuable consideration this will serve (along with other model releases I will sign) as permission to publish photos from the *Easyriders* photo session.

Model's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
Date of Birth _____ I am _____ years of age
I will pose nude _____ Topless only _____
Model's Signature _____

Photographer's Name _____
Address _____
City _____ State _____ Zip _____
Daytime Phone () _____ Evening Phone () _____
Photographer's Signature _____

Don't forget to vote! These girls are depending on you!

Send a photocopy of your picture I.D. that shows your signature and photo.

In the space below, or on a separate page, tell the staff about your first ride on a Harley.

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Catching "It"



I told my wife that I loved her and kissed her good-bye. "Ride carefully and have fun," she replied as we walked out to my bike hand-in-hand.

I'm a very lucky guy to have such an understanding woman. She realizes just how much this yearly quest for "it" means to me. Two weeks every summer I get together with some of my oldest and best friends and ride long distances, fast and



hard. We'll average over 500 miles a day, every day, for two weeks, scouring the countryside, looking for "it." Often our final destination is only a small part of the experience.

My red scooter sits patiently waiting for me on the driveway. It's sporting a new Samson exhaust system and two new Metzeler tires that I installed just the day before. I'm anxious to see if the pipes make any difference on the old FL. I had the motor overhauled a while back and used new Wiseco 10:1 compression forged pistons, Screamin' Eagle cam, titanium adjustable pushrods, and an S&S carb. My mechanic says the new exhaust and engine overhaul should make a big improvement over the stock setup. I know one thing; it's way louder; apocalyptically louder.

My old Harley is heavily loaded with both warm and cold weather gear, enough clean clothes to get me through two weeks on the road, and various other necessities. I kissed my wife again, threw a leg over the saddle, and started the bike with a raucous roar. This year our goal is the Colombian Ice Fields in Canada and then return through Sturgis for the rally and races.

The first 600 miles of my trip would be a solo act. I would ride northwest from my home in Louisiana to the small town named Pampa, in the panhandle of Texas, where I would meet two of the Long-Range Riders. Ron, a geologist from Houston, rode up the day before and Lyndon, an insurance agent, still lives in Pampa. These two guys are like brothers to me; they're my closest friends. We grew up together in Pampa and have been riding motorcycles since the seventh grade, over 38 years ago.

My ride to meet them was uneventful with the exception of the intense August humidity and heat. I rolled into town just in time to catch Ron, Lyndon, and two other Long-Range Riders, who wouldn't be making the Canada trip, at a local Texas steak house. We had a great dinner, more than a few laughs, and relived times of old when our personal quest was to capture the elusive snapping pussy. Those times are gone now, replaced by middle age and our obsessive pursuit of "it." "It" is an intangible thing and not something we have ever discussed. Sometimes, we don't even know what "it" is, but we definitely know when we find it.

Our adventure officially began the next morning at 7 a.m. when the three of us headed up Hwy 152 North. If all goes according to our plan, we would

be in the mountains of New Mexico before noon. We rode in close formation for about an hour and then passed through the small panhandle town of Dumas, where another rider joined our bunch. Rango, a commodities broker and a new member of the Long-Range Riders, would have to prove himself on this ride. We're pretty picky about our riding partners. A member must be an accomplished rider, never complain, be able to share a room with a guy that holds the world's record for loud snoring, ride vast distances day after day at a rapid pace, keep his ride in presentable condition, and have the ability to take harsh ribbing about his mother and wife without getting the "face." Furthermore, he must possess a vast repertoire of dirty jokes and sex-related funny stories. This trip will either confirm Rango as a lifetime member, or end his privilege of riding in our good company forever. Only miles and time will tell.

From Dumas we rode west into the mountains of New Mexico and then on to our hotel rooms in Pagosa Springs, Colorado, where we would wait for our last member to join us. Steve, a financial manager from Anaheim, California. He will ride straight east to Colorado. About an hour later Steve arrived and naturally we had to give him a bad time about being late. After all, he only came from California. What the hell, can't he tell time? A girl behind the desk recommended a Mexican restaurant and we decided to find out just how good it was. After many cervezas and enchiladas, we had to agree with her. It serves damn good grub.

The next morning we started our northward ride, worming our way up the spectacular Rocky Mountains under beautiful sunny blue skies. It was our intent to follow winding mountain roads all the way to Canada. That would keep us out of the August heat and help wear some of the rubber off the sides of our tires. The vistas, those that we had time to look at anyway, were breathtaking. There's no place like the American West, where vast open untouched spaces abound, to give a person a new perspective on life.

That evening we pulled into Little America, Wyoming, a surprisingly nice hotel complex right in the middle of nowhere.

At dinner that evening Lyndon, who rode drag all day, told me something that I found troubling. He said that as I was passing slower vehicles which had

their windows open, people would get mad and shoot me the finger. One particularly attractive young lady got especially pissed and was shaking her fist, cussing, and shooting the bird. My motor was way too loud, which concerned me because it's my aim to promote motorcycling to the general public as much as I can, not to cause unnecessary ill will. In this case all I can do is get off the throttle and glide past slower vehicles. I suspect that any riders behind me are being subjected to the barrage as well, so I'll take my place at the back door. That's a pity though because the old bike really gets up and talks when I goose her. The pipe may be loud but it definitely let the engine breathe better, which allowed the other new hop-up parts to do their job. When I get back home I'll order some baffles from Samson.

We rode straight up the west side of Wyoming the next day and found it to be almost totally uninhabited by man or beast. It strongly reminded me of a Western movie set. Vistas that stretch on forever, an immense azure sky that extends to the far purple mountain ranges and not a sign of man or his handiwork make this colorful land appear as it has for thousands of years, just as God made it. If you're ever in this part of Wyoming, you better keep a keen eye on your gas gauge. It can be many miles between stops so we filled up at every opportunity. Our route took us through Yellowstone National Park and we found time to stop and watch Old Faithful do her thing. Then we headed across the Montana state line.

Our goal was to have dinner at Lydia's Restaurant in Butte so we rode hard and soon entered a beautiful wide valley. This is big cattle country. Montana is one of the only states that has more cattle than people. I could see why, the grass in these golden valleys is waist deep and stretches as far as the eye can see. A little after 7 o'clock we rode over a ridge and Butte lay before us. After topping off our gas tanks, we headed for Lydia's.

Butte was in the middle of their Evel Knievel Week celebration and we knew through earlier experiences that Lydia's is one of his favorite restaurants. With a little luck we might see the motorcycle legend in the flesh. Evel Knievel has always been a hero to our generation, so we were excited at the prospect. Evel let us down this time and didn't show, but the food was outstanding as usual. I had a rib-eye steak that was to kill for.

Early the next morning we headed for the Canadian border. I was a little apprehensive about going through customs because I heard that since 9/11 they were more strict than usual. Government employees make me paranoid, which may have something to do with the time I crossed the Mexican border in my motor home by accident. It was my intent to park on the Texas side but we got caught in heavy traffic and I couldn't get over to turn. Next thing I knew, we were in Mexico and the border guards were stopping us. That's when I remembered the guns that my son and I had brought to plink with. If they found those we were in deep shit.

The Mexican guard came in and sat down on our couch without saying a word. I began to sweat bullets and started to explain what happened and asked for directions back to the American side. He sat mutely as if he couldn't speak English or something. I was scared. Images of my family in a nasty Mexican jail kept running through my head. Finally I gained control of my faculties enough to realize that he was waiting for a bribe, but before I could take out my wallet, he suddenly stood up and in perfect English told us how to get back to the good old USA.

Since then I have been more careful crossing customs. This time I made sure I had a Canadian insurance card, passport, and no contraband. We lined up and they stopped us one at a time and asked several questions, all of which could be answered yes or no and then they popped the big question, "Where are you going in Canada?"

My mind went blank, all I could think of was that we were searching for "it," but I couldn't talk about that. They would think I'm nuts, so I nervously stammered, "I don't know, I'm with those guys."

"Shit, why did I say that," I thought to myself. "I must look like a total idiot."

"Pull forward and park over there with your friends. We need to talk to that second guy a minute."

"Steve? What could good old politically correct Steve from California possibly have?" I thought.

Old politically correct Steve had some pepper spray and they don't play that shit in Canada. He gave the small canister up and signed a form that he was abandoning it. We were soon on our way.

It had clouded up and rained that afternoon so we put on our rain suits

and continued on toward the small town of Radon Springs. Ron had read an article about the town in some rag that said the place was built back in the '50s but had recently been restored. It was supposed to be a quaint, clean place to stay. After the rain a beautiful rainbow formed over the distant mountains and we stopped to take a picture. Later we found our destination immaculate and bedecked in flowers.

After unloading our gear we set out to discover the town. To our amazement the whole town appeared fresh painted, spruced up, and not a single piece of trash anywhere. The Canadians are neat-nicks for sure. We all agreed that our wives would love this place. The flowers along the streets perfumed the crisp clean air, adding to the almost storybook atmosphere.

We found a promising looking pub-and-steak place and pushed our way in through the large wooden doors. A



table by the fireplace looked inviting so we pulled up chairs and sat down. As I read the menu, one thing became apparent; everything in Canada is a bargain because of the exchange rate. I knew about the money difference but assumed that prices would be higher to compensate for the gain. Not true. Prices are comparable to the U.S. on everything but gasoline. The first gas station that I saw with posted prices caused me to exclaim, "Damn boys, gas is cheap here."

Ron burst my bubble by pointing out that the sign was for liters, not gallons. It came to about \$2 a gallon.

Our steaks were large, well cooked, and delicious.

The next morning dawned foggy and cold. We put on our winter gear, which by the way, was our daily garb while in Canada. They must have a bitch of a cold winter here. We were all bundled up and I even had a new Harley electric vest and gloves on. Boy, those Canucks are a hearty bunch. I saw many in short

pants and no coat, acting like it was a nice warm day. I guess temperature is relative to what you're accustomed to.

Lake Louise was our first stop. Ron had been here before and said that it is one of the most beautiful places on Earth. I agree. The pristine turquoise lake lies at the bottom of a horseshoe shaped snowcapped mountain range. A large white glacier spills into the lake from the opposite shore. The water mirrors the mountains that frame the serene scene. A beautiful hotel with European architecture sits on the shore and offers every luxury available to man. We parked our bikes and took advantage of this spectacular photo opp. As we walked around and shot film, a guy in *liederhosen* blew "Amazing Grace" on one of those long Swiss horns. The music echoed across the water and added sanctity to the magnificence.

As we rode down the highway admiring the towering snowcapped peaks, I couldn't help but compare the Canadian Rockies to the ones in the states. The Rockies in the U.S. are not as vertical as these and we build our roads through and on the mountains while the Canucks build theirs between the mountains. They have no litter of any kind and restrict buildings to towns only. I noticed no private cabins strewn across the land.

We topped a pass between two peaks and suddenly the motorcycles in front of me stopped and killed their motors. I did the same. A large herd of wild mountain goats was walking straight up the road toward us. We watched in awe as these wooly creatures strolled by unafraid, as if they owned the road. After most had passed, Ron fired his scooter up and slowly continued. The other guys did too, but when I hit the starter button all hell broke loose. Those mountain goats didn't care one bit for my un-baffled pipes. They gave us a quick lesson in mountain climbing as they ran up sheer cliffs of rock as easily as we might cross a street.

Our next stop brought us to the Athabasca Glacier where we had lunch in their cafeteria and then rode an ice buggy to the center of the glacier. This is an awesome sight. The immensity of the thing is overwhelming. The ice buggies, which are built using full-sized buses with monster truck tires looked insect-like crawling across the behemoth. The glacier measures 5 miles long by 2 miles across and 1,000 feet thick. When we got to the center it

was snowing and this is the first week of August.

It was our plan to ride to Banff and find accommodations for the night and a hot meal. We reached our destination just before dark and pulled in at the first motel. No luck, they just rented their last room so we rode to the next hotel and got the same story. After hearing several different versions of that story, we gave up on getting accommodations in Banff and decided we'd eat and then ride to the next town. Ron spotted a likely looking restaurant and we parked our rides out front. As we walked through the door I thought, "We're in luck, there's nobody waiting for a table in front of us."

Then the hostess said that she was sorry, "There will be an hour-and-a-half wait."

"But there's nobody waiting," I argued. She looked irritated and said sharply, "Well, I'm sorry. It'll be an hour and a half."

We walked out dejectedly. "Do you guys get the feeling that they don't like bikers here?" Lyndon asked.

"Looks like it," I answered. We had never experienced anything like this before. They're prejudiced against bikers in Banff.

"Must think they're too fancy for us. Guess they think our money's no good or something." Steve added.

"Well, we sure ain't in Sturgis," Rango allowed.

We rode to the next town where we found the populace more hospitable.

The next day we rode back to the border and passed through customs into Glacier National Park, Montana. Glacier is a huge place and well worth the time to ride through. We took the "Going to the Sun Road." At one of the scenic pull-outs we stopped to admire the view and I checked my cell phone for messages. My wife and son know not to call me when I'm riding. It's only used if somebody died or something. I can't hear it or answer it on my bike, but it tells me if I missed a call and that's what it said, I missed a call. A million possibilities raced through my head as I tried to dial the wife, all bad.

"No service available," it said. I told the guys that I needed to stop at the lodge and use their landline because mine won't work here. We rode down to the lodge and on the way my mind continued to dream up horrible scenarios.

I walked into the lodge and found the pay phone. At first I tried to use my credit card to make a call but the line

was so bad near the phone that I couldn't read the imprinted numbers. Naturally there was no paper or pencil to be found so I went outside and read them off and committed them to memory. They stayed with me just long enough to pick up the receiver and then I drew a blank. I repeated the process, but to no avail. There's just too many numbers for my panicked brain. I tried several more times to read the card in the dim light but before I could get all the digits, the phone would say, "out of time" and hang up.

"Damn, damn, damn," I shouted as I beat the receiver against the phone. The kid behind the desk and a couple of fishermen began to stare at me. By now I was angry and frustrated so I dialed the flesh and blood operator and she asked me for my credit card number. I twisted that plastic every which way I could and began to read the numbers. Several were especially hard to make out and she got impatient and said, "That's only a partial number sir. I need the other numbers."

I was hurrying as best as I could. She kept calling for the numbers and I finally lost my composure and said, "Shit lady, I'm doing the best I can." She hung up. I had held up my partners long enough and if I messed with that phone much longer I might get worked up into a heart attack. We rode on. I'd have to try later.

After riding several more miles we stopped at a turnout to look at the view and I heard my cell phone ringing in my luggage. With shaking hands I fished it out, expecting to hear the worst. "Hello" I said apprehensively.

"Is Lester there?" a grouchy sounding older lady inquired in a very deep southern accent.

"No, Lester ain't here. Did you call me earlier in the day?"

"Well, yes I'm looking for Lester. I need my lawnmower fixed."

"Damn lady, you got the wrong number. I thought somebody had died. You ruined my whole day. Don't call me here anymore." I shouted, but she had hung up.

"Technology sucks!"

We stayed at an Indian casino in a small town called Shelby, Montana, that night. It's in the upper left corner of the state. Ron planned for us to ride a diagonal across the state coming out in the right hand lower corner. This whole day we would be riding on twisty rural roads headed for Sturgis. The day dawned sunny and cool, just right for

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chaps and jackets. A light breeze blew across the prairie carrying the solitary lonesome call of a red tailed hawk.

Ron led us out onto a two-lane paved piece of paradise. The road ahead weaved its way up and down several mountains before descending to the rolling prairie below. This was a rural highway through open range that attracted little or no traffic. Our biggest danger was from hitting a cow or horse because there were no fences to separate them from us. As soon as our motors warmed up we took off at top speed, racing across Montana. I was still painfully aware of the volume of sound emanating from my exhaust pipes. They bellowed even louder now that we were running hard and fast. Several times I approached small groups of cows or horses. Evidently my buddies motorcycles didn't upset them too much, but when I came roaring up on their little party, they freaked out and ran like their tails were on fire. I guess they thought I was some kind of booming animal from hell.

Eventually the terrain became gently rolling with large open spaces ringed by low woody ridges. The area was sparsely populated and we met only two other vehicles in 80 miles. The immense deep blue sky was dappled with small almost delicate-looking powder puff shaped white clouds. The bright golden sun radiated its comforting warmth, gently caressing our faces. The air had an incredibly crisp, clear, freshness that felt therapeutic—

the way air was intended to be.

I relaxed, put my feet up on the highway pegs and set my speed at a satisfying 75 mph. The land was almost untouched by the worrisome hand of man with the exception of a few abandoned pioneer ranch buildings, weathered and fatally wounded by time long past.

Several hours ticked by as if they were minutes, just me, the wind, and the road. My mind began to wander and as I came upon a small ghost town, I began to think about how tentative the lives of man can be. You are here one day with family, job, a life, and then the next thing you know you're dead and gone and some rundown weathered old building is the only evidence of your existence. Just as these relics are all that's left of the people that spent their lives here. Their stories are told only by the lonely wind that whistles through the paneless windows. Soon even that is gone and all that remains is the land. This land that is as old as time immemorial seems to go on forever. These same mountains and boulders were here before the first people ever appeared and probably will be here after the last one lies down to die. Compared to this land our lives are pretty insignificant.

Somehow this realization was very liberating to me. I threw back my head and howled like a wolf. If my life is basically insignificant, then my worries and concerns are more insignificant. Thus they can't be bothering me. I howled again and let those worries go

with the wind. Almost immediately my body quit fighting the hog's seat. I relaxed all over and the sore saddle discomfort that I had suffered the last several days melted away. My mind was at ease and my only conscious thoughts were of the road in front of me. Everything was perfect, the temperature, the scenery, the roadway, and the sound and vibration of my sled all meshed together to create a Zen-like feeling of biker utopia. A big smile crossed my face and I roared down that highway completely content for I had found "it."

At the next gas stop Ron and I were sitting on our bikes in the warm sun outside a convenience store waiting for the other guys to pay. I felt that Ron might understand about "it" better than the rest, so I told him what had just happened.

"It's comforting to think that freedom is just a throttle twist away," he said. "I ride because of 'it' too, except I call it 'talking to the wind'."

Whatever name you give "it" doesn't matter, just as long as you can catch "it."

This may be the most fundamental reason why we ride motorcycles. As for me, I know that when I get back to my everyday world and start to feel pressured and stressed, I can close my eyes and remember that perfect day in Montana. I am blasting down the highway, riding in the company of "it," and for a moment, the thoughts of that experience will carry me away again.

—Courtland French



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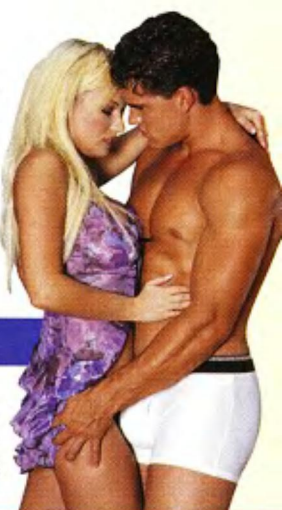
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- You'll satisfy your lover like never before

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ALL LETTERS ON FILE

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A. NYLON CORDURA JACKET

This jacket features include super tough nylon construction, armored elbows and shoulders, weather proofing design, zip out liner, plenty of cargo pockets.

1701 Sizes SM, MD, LG, XL, XX, XXX
Was \$299 **Now Only \$95.00***

B. NYLON OXFORD JACKET

A slightly different look with a few additional features which include super tough nylon construction, armored elbows and shoulders, weather proofing design, plenty of pockets, great styling, and a zip out lining that can be worn as a light jacket. Match this jacket up with the Nylon Pants for complete protection.

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C. NYLON CORDURA PANTS

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1705 Sizes SM, MD, LG, XL, XX
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Was \$9.95 **Now Only \$7.25***

E. QUARTER ZIP & PLAID SWEATSHIRT

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1705 Black Sizes MD, LG
1706 Khaki Sizes MD, LG, XL, XX
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This versatile pullover has the feel of a sweatshirt and the look of a spring jacket. The 10 oz. fleece made from 80% cotton and 20% polyester help it to keep its shape. It features a ribbed elastic waist and cuffs, striped ribbed collar, an easy to get in and out of zippered front and two side pockets.

1707 Sizes MD
Was \$79.00 **Now Only \$23.00***

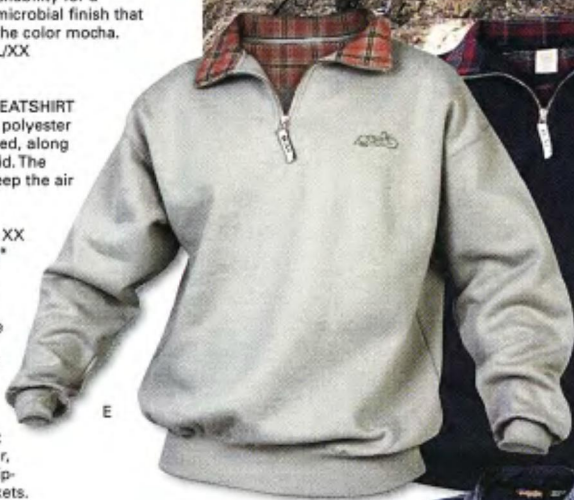
G. LADIES EXOTIC REPTILE PRINT

This unique shirt starts with a texture of reptile on a silky and shimmering fabric made from a polyester, silk and cotton blend. It's exotic, soft and available in two rich colors.

1722 Blue • Sizes SM, MD, LG, XL

1723 Wine • Sizes SM, MD, LG, XL

Was \$44.95
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PHOTO-REALISTIC FINISH

SCOTT JACOBS CAPTURES RACING LEGENDS PARKER, CARR AND SPRINGSTEEN

During the Del Mar Antique Bike Show and Races this past October 4 in California, not all the racing action took place on the track. World-class Harley-Davidson-licensed artist Scott Jacobs unveiled a one-of-a-kind painting that captured the thrill of victory for today's greatest flat-track racers. At a gala event held at Scott's home, veteran racers mingled with the motorcycle press and movers and shakers of the two-wheeled world.

Present for the festivities were: nine-time Grand National Champion Scott Parker, four-time Grand National Champion Chris Carr, and three-time Grand National Champ Jay Springsteen, as well as racing champ, Hall-of-Famer Mert Lawhill. Other notables included Rich King, Shawn Russell, Johnny Murphree, Joe Kropp, Steve Beattie, Jennifer Snyder, J.R. Schnabel, and Jimmy and Justin Felice.

The afternoon climaxed with Scott pulling the wraps off of

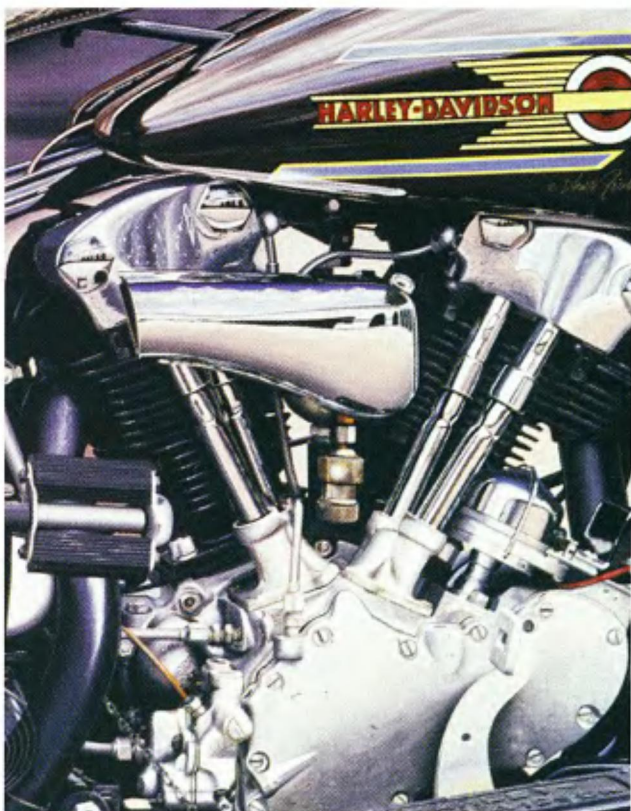
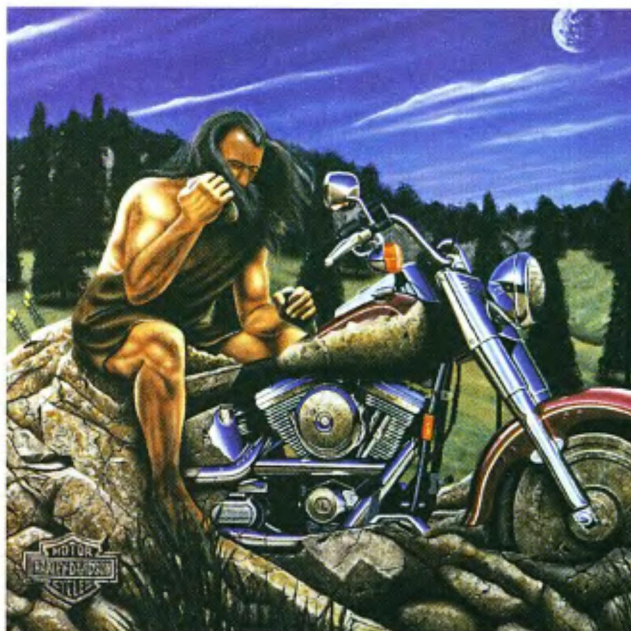
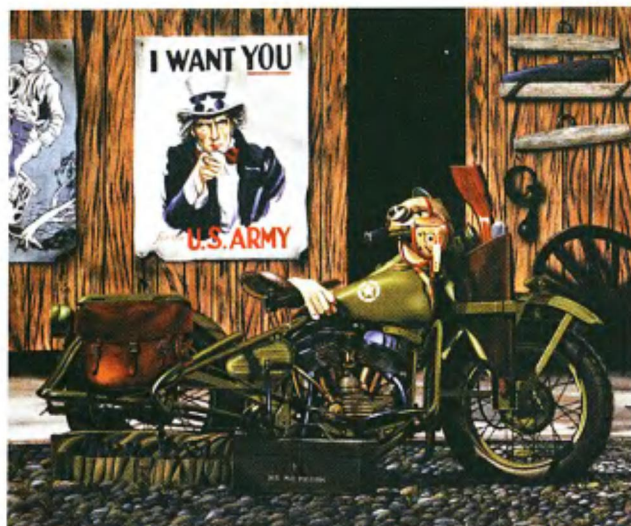


Photos: Markus Cuff

his new painting, which shows legendary flat-track stars Scott Parker, Chris Carr and Jay Springsteen blasting down the track together towards a "photo finish" at the Springfield Mile finish line...the checkered flag just a heartbeat away. The champion racers then stepped up to join Scott and sign the very special painting for posterity.

Scott's work is remarkable for its photo realistic excellence. His

painting are owned by celebrities such as Peter Fonda, Willie G. Davidson, Lorenzo Lamas, Senator Ben Nighthorse Campbell, John Elway, and Karl Malone. Depending on the size, each of Scott's paintings usually takes more than 100 hours to complete. Much of the work is done with a brush that is so small it's like using a pencil point. He's found this to be the only way to render the necessary detail, which allows the work to earn the genre designation "photo-realism." He uses both acrylic and oil



mediums on canvas, Masonite and other surfaces. Scott also uses many photographs of a subject, taken from all angles to achieve the depth in his paintings.

Scott's work has been shown at the annual Art Expos in New York and Los Angeles, and galleries throughout the world. His licensed Harley-Davidson original fine art painting range from \$30,000 to \$70,000 and command an 18-month waiting list.

While at Scott's home we were treated to a preview of a piece he's doing for Harley's 100th. We're sworn to secrecy at this point, but let's just say, you're gonna have to have a print of this one.

Scott's work is available through Segal Fine Art. Call 303-926-6800 or visit www.segalfineart.com.

—Dave Nichols





DEEP, DARK, SEXY AND PHAT

Never Satisfied

Longtime friends Terry Agnew and Kenny Morris worked together to roll out this ocean-deep black beauty. The two have had a brotherhood together for more than 16 years, and it was Terry who brought Kenny's formidable talents into the world of two-wheeled wonders.

Twelve years ago, Kenny began building bikes in his Hot Rods-n-Hogs shop in Stanton, California. Terry's unwillingness to ride anything that could be classified as run-of-the-mill has kept Kenny busy churning out some pretty wild rides over the years. He always makes requests for things that shouldn't be done, and although it isn't always easy or simple, Kenny finds a way to make it happen. Looking at pictures of some of his previous scoots reveals a group of bikes that look

wrong to people who build regular rides. At bike shows, everyone seems to begin their questions for them with, "What..." and it's starting to piss them off just a little.

Last year found Terry between rides and he decided that it was the perfect time for him to come up with something other than the long and skinny hot rods with bright candy goo oozing on all of its surfaces. It seemed to Terry that these dime-a-dozen rides were popping up on every street corner. Terry's next bike would be fat and so he named his concept, Phat Azz. He bought a used 1987 Harley-Davidson Softail, rolled it into Hot Rods-n-Hogs and told Kenny to tear it down to the ground. As he walked out, Kenny heard Terry say, "I'll be back!" in his best Austrian accent. When he



finally darkened Kenny's door again, he had a drawing of his low and fat, voluptuous beast.

Terry further proved that nothing is ever good enough for him by spending six months of Mondays after work, wrenching by Kenny's side to help with the design and assembly of Phat Azz. His idea was to come up with a very sexy look and the classic shape of our own ladies in *Easyriders*. When looking at Phat Azz from behind, it conjures up a mental image of big tits, a slender waist and narrow hips, and, oh yeah, she had to look good from the side too. This attitude is accomplished with the large wrap around front and rear fenders, 6.5-gallon gas tank, and a very unique headlight nacelle. All of this

hand-formed sublime sheet metal artistry came from the talents of Kenny and the crew at Hot Rods-n-Hogs. They also managed to somehow work in the time to rake the front end out to 38 degrees and rebuild the engine with a Bartels Harley-Davidson BP 40 cam, S&S carb, and some sinus surgery on the heads.

Hot Rods-n-Hogs pulled out all the stops when they found two matching Arlen Ness air cleaners and modified one of them to serve as both a coil cover and ignition switch. Kenny always tries to build a bike that has the polished and chromed engine as the jeweled centerpiece of the project. Again, Terry wasn't content with that, so more parts were to go out for chrome and a billet swingarm was added, along with a billet hidden axle front end. After mocking up everything by putting it together to check the fit of every piece, it was torn down again so that Kenny could spew forth its extra rich black base just before applying BASF's "extreme oceans" color-changing paint for its flame graphics. This is Terry's daily ride, but he has won several awards

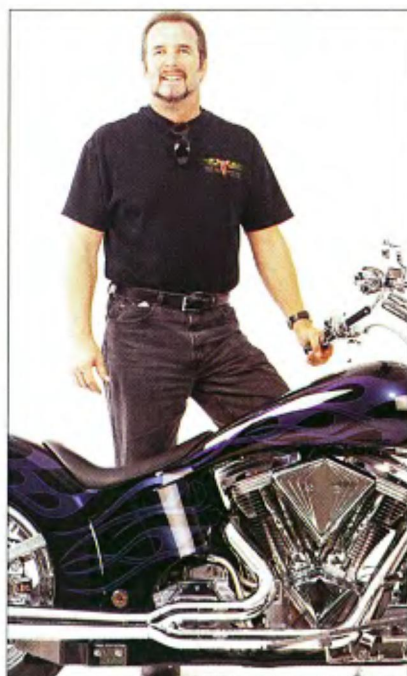
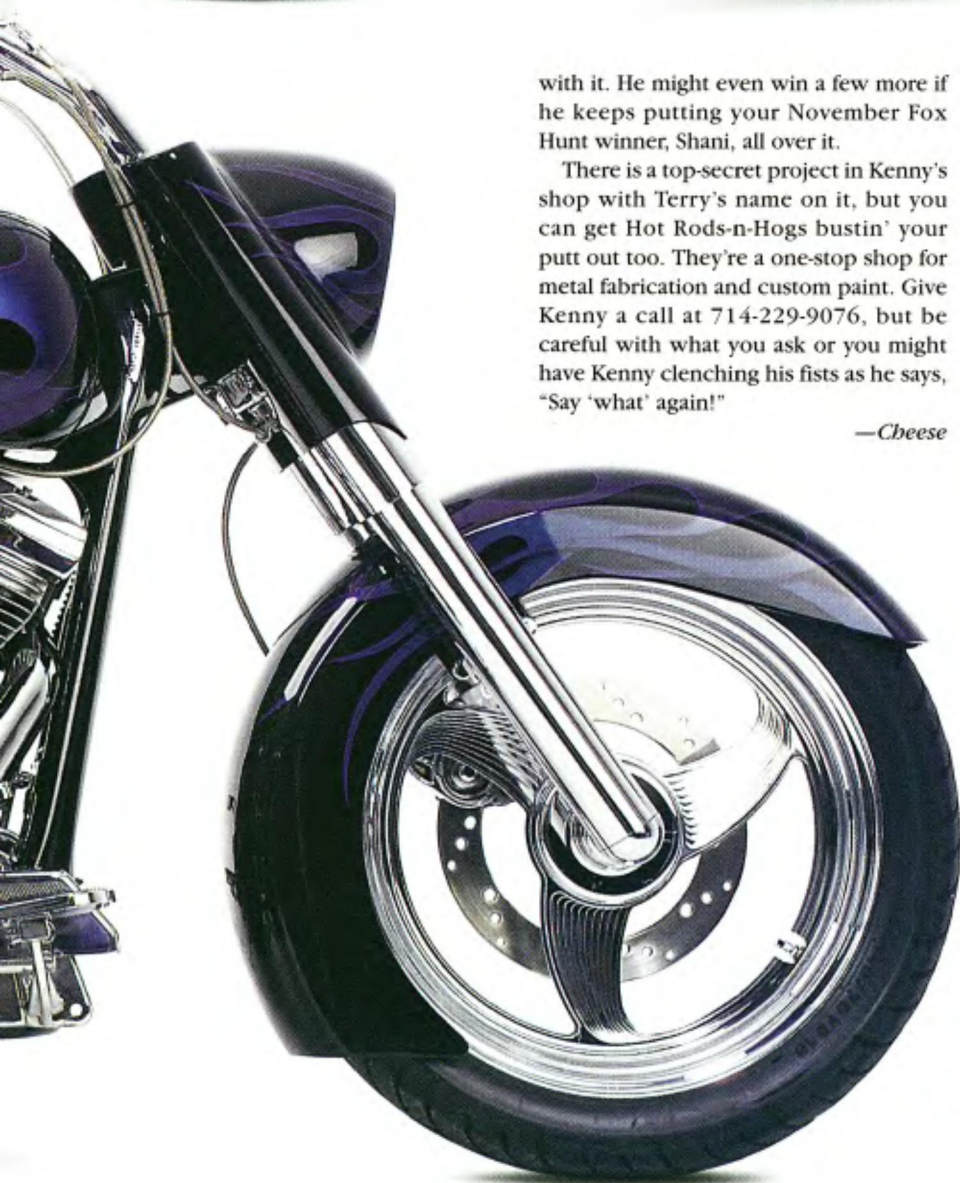




with it. He might even win a few more if he keeps putting your November Fox Hunt winner, Shani, all over it.

There is a top-secret project in Kenny's shop with Terry's name on it, but you can get Hot Rods-n-Hogs bustin' your putt out too. They're a one-stop shop for metal fabrication and custom paint. Give Kenny a call at 714-229-9076, but be careful with what you ask or you might have Kenny clenching his fists as he says, "Say 'what' again!"

—Cheese





Owner:.....Terry Agnew
City:.....Culver City, California
General
Fabrication:.....Kenny Morris/
Hot Rods-n-Hogs

Year/make: 1987 Harley-Davidson
Softail

Model:.....Phat Azz
Assembly:.....Hot Rods-n-Hogs
Time:.....6 months
Chroming:.....Supreme Plating

Engine

Year:.....1987
Rebuilder:.....Hot Rods-n-Hogs/
Bartels Harley Davidson
Displacement:.....80 cubic inches
Cam:.....Bartels BP40
Carb:.....S&S
Pipes:.....Vance & Hines Pro Pipe

Transmission

Year/make:..1987 Harley-Davidson

Painting

Molding:.....Nick Gaston
Painter:.....Kenny Morris
Color:.....deep black
Type:.....Spies/Hecker
Special paint:.....BASF extreme
oceans

Frame

Year/make:..1987 Harley Davidson

Type:.....Softail
Rake:.....38 degrees
Stretch:.....none
Shocks:.....Kendon Softsuspension

Accessories

Handlebars:.....Carlini
Handlebar controls:.....H-D

Fenders:.....Hot Rods-n-Hogs
Headlight:.....Hot Rods-n-Hogs
Taillight:.....Buell
Speedo:.....Dakota Digital
Pegs:.....Floorboards by Drag
Specialties

Foot controls:.....Harley-Davidson
Gas tank:.....Hot Rods-n-Hogs
Seat:.....Hot Rods-n-Hogs
Mirrors:.....Paul Yaffe Originals
Grips:.....Arlen Ness

Front end

Type:.....Harley-Davidson
Builder:.....Boyd's

Wheels

Make:.....Boyd's
Size:.....18 x 3.5 front/18 x 5.5 rear
Tires:.....Metzeler
Brakes:.....Harley-Davidson
Photos:.....Rick Hustead





"It's a 'No-Drink' patch, dear..."



Jamie Ireland is a freelance writer in the areas of sex, fitness, romance, and travel.

Advertisement

PIT STOP HEALTHY SEX

by Jamie Ireland

The inside story on money, power &

Learning "The Ropes"...

This month I got a letter from a reader in Texas, about a "little secret" that has made her love life with her husband absolutely explosive. (Those Texans know their stuff, let me tell you.)

Tina writes:

Dear Jamie,

Last month, my husband returned from a business trip in Europe and he was hotter than ever before. The power and sexual energy that he suddenly had was even more than when we first started making love almost 10 years ago! It was incredible. He flat wore me out! And the best part of it all – he was having multiple orgasms. I know what you're thinking, men don't have multiples. That's what I thought too, but trust me, he was and his newfound passion and vigor was such an incredible turn-on to me also, that before we knew it we were both basking in the glow of the best sex of our lives.

We'd tried tantric stuff in the past and the results were so-so. But this was something new and exciting, completely out of the ordinary. After a few days, I asked my husband what had created such a dramatic change in our lovemaking, and he told me he'd finally learned "the ropes."

On the last night of his business trip, my husband spent an evening dining out with a Swedish nutritionist and his wife of nearly 20 years. The couple was obviously still quite enamored with each other, so my husband asked their secret. The nutritionist told him their sex life was more passionate than ever. Then he pulled a small bottle



from his satchel and gave it to my husband. The bottle contained a natural supplement that the nutritionist told my husband would teach him "the ropes" of good sex.

My husband takes this supplement every day. The supply from the nutritionist is about to run out, and we desperately want to know how we can find more. Do you know anything about "the ropes" and can you tell us how we can find it in the States?

Sincerely,
Tina C.
Ft. Worth, Texas

Tina, you and the rest of our readers are in luck, because it just so happens I do know about "the ropes," and the supplement your husband's Swedish friend likely shared.

The physical contractions and fluid release during male orgasm can be multiplied and intensified by a product called Ogöplex Pure Extract™. It's a supplement that will most certainly trigger much longer and stronger orgasmic experiences in men. The best part, from a woman's perspective,

is that the motion and experience a man can achieve with Ogöplex Pure Extract can help stimulate her own orgasms, bringing a whole new meaning to the term *simultaneous climax*!

The term used by the Swedish nutritionist is actually fairly common slang throughout Europe for the effect your husband experienced. The enhanced contractions and heightened orgasmic release are often referred to as ropes because of the rope-like effect of release during climax. In other words, as some people have said, "it just keeps coming and coming."

As for finding it in the states, I know of just one importer, Böland Naturals, Inc. If you are interested, you can contact them at 1-866-OGOPLEX or Ogoplex.com. Ogöplex tablets are pure flower seed extract and are safe to take. All the people I've spoken with have said taking the once-daily tablet has led to the roping effect Tina described in her letter.

Aren't you glad you asked?

Jamie Ireland
Jamie Ireland

GUIDE TO LACONIA'S 80th

Hard to believe, but the Laconia Motorcycle Rally will be opening its doors for the 80th time. Hard to believe, because the first rally took place waaaay back in 1916, a year before the U.S. entered World War I and Hemingway got inspired by a pretty nurse to write his famous Farewell To Arms. A time, when most European countries were still ruled by kings and emperors.... Holy cow! That's like centuries ago.

During all that time, the Laconia Rally didn't happen seven times for various reasons, but even at 80 Laconia is the old geezer among motorcycle events. It's a time-span President Lincoln referred to as "four-score" in his famous Weirs Beach Address so long ago. And as far as we're concerned, that should be the motto of this year's rally. Four, because, well, it's just a nice number, like in foursome. Have you ever had a four-some? Well, me neither. And what better way to end an evening than having four breasts in your sleeping bag...which brings me to the "score" part. If you can score four, you are doing very well for yourself, and you should be willing to share your four-tune with us poor slob...we'd have the highest

opinion of you and would always remember you very warmly.

But seriously, Laconia's bike week is the oldest running motorcycle rally that we know of, and it's also one of the Big Three. If you've ever been there, you know how incredible and unforgettable the fiesta is. Last year, almost 400,000 two-wheeling folks came to Laconia to party their double-checked asses off during the nine-day event. That's nearly 22 times the average population of Laconia.

So if we add all that up, four-score, and nine days, and 400,000 bike-crazy freaks, and 22 something-or-others...we come up with a number that just can't be beat, no matter how hard you try. I really don't know what that number is; I'm not that good at math. But translated, it simply means that you absolutely have to be at Laconia this year, for the 80th running of the rally, to party with 400,000 of your best friends, drink 22 beers each evening, have sex with nine vestal virgins three times a day, and ride the wheels off your two-wheeler every chance you get. Because that's what Laconia is all about, whether you live in the year 1916 or 2003. —Tripper

Laconia Schedule of Events

Saturday, June 7

Rally Headquarters Open
9 a.m.-9 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Registration at
Rally Headquarters

New England Amateur Championship Road Racing
NH International Speedway 9 a.m.

Vintage Racing Motorcycle Show
Gunstock - 10:30 a.m.

Laconia Classic Championship
Observed Trials
Gunstock

New England Classic Trail Ride
AMA/Suzuki National Dual Sport
Ride at NHIS
Registration - 7-9 a.m.

Camel Roadhouse
at The Lobster Pound
Weirs Beach

Cornerstone Outreach Ministries
The Tent, 24hr/8days, Safety Food
Stop. Free all week.
Ten miles north of Keene on Rt. 9,
603-352-2616.

Loud Pipes Saloon
Bikini Bike Wash - 12-6 p.m.
Loud Pipes Saloon is located in
Somersworth

Loud Pipes Saloon
Bike Show - 2-4 p.m.

McGillicuddy's Restaurant & Pub
Special Promo and Biker's
Welcome. McGillicuddy's
Restaurant & Pub also has special
events and promos all week,
watch for updates.

Laconia Reunion Riders BBQ -
6 p.m., Reservations only
Gunstock

Welcome Vendors Dinner -
6 p.m., Smokehouse Restaurant

Backwater Bar & Grill
Karaoke Contest - 9 p.m.-12 a.m.

Lakes Region Greyhound Park
Watch for special events.

Broken Antler Restaurant
Special Promos.

Paradise Beach Club
Watch for special events.

Sunday, June 8
Kickoff Breakfast
Hart's Turkey Farm Restaurant,
Meredith - 8 a.m.

Rally Headquarters open -
9 a.m.-9 p.m.
Weirs Beach Lobster Pound.

AMA National Gypsy Tour
Registration at Rally Headquarters.

New England Amateur Championship Road Racing -
9 a.m., NH International Speedway

New England Classic Trail Ride
AMA/Suzuki National Dual Sport
Ride. Registration - 7-9 a.m.
NH International Speedway

Laconia Vintage Road Races
Gunstock - 12 p.m.

Loud Pipes Saloon
Body Painting Contest - 12 p.m.

Loud Pipes Saloon
Patio Cookout - 1-6 p.m.

Camel Roadhouse
at The Lobster Pound, Weirs Beach

The Weirs Beach Smokehouse
Coors Promo Week Kick-Off and
Pool Challenge - 1-4 p.m.

Broken Antler Restaurant
Special Promos.

Monday, June 9
Rally Headquarters Open
8 a.m.-9 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Registration at Rally Headquarters

Camel Roadhouse
at The Lobster Pound, Weirs Beach

Andy Currier Auto Gallery
Victory Motorcycle Demos -
9 a.m.-5 p.m.

H.O.G. Poker Run -
10 a.m.-5 p.m. Cash Prizes.
Meredith Harley-Davidson

AMA Gypsy Tour Parade
to U.S. Vintage Motorcycle Grand
Prix Leaves Rally Headquarters
10:30 a.m. sharp

Free CMA Coffee House
at Weirs Beach White Church
Hall - 8 a.m.-midnight
Hosted by the CMA Northeast
Chapter

Music at the Marketplace -
12 p.m.-midnight.

Loud Pipes Saloon
Special Biker Deals.

U.S. Vintage Motorcycle Grand Prix - 11 a.m.
NH International Speedway

The Weirs Beach Smokehouse
Jose Cuervo Promo - 3-6 p.m.

AA Meeting, White Church Hall,

Weirs Beach - noon and 8 p.m.
Hosted by CMA Northeast Chapter

Backwater Bar & Grill
Special Promos and Giveaways

Broken Antler Restaurant
Special Promos

Fireworks Show sponsored by
Lakeside Sharks MC and the
Laconia Motorcycle Week
Association - 10 p.m., Weirs Beach
(Rain date: Tuesday, June 11).

Tuesday, June 10
Free CMA Coffee House
at Weirs Beach White Church
Hall - 8 a.m.-midnight.
Hosted by the CMA Northeast
Chapter

Rally Headquarters Open
8 a.m.-9 p.m.
Weirs Beach Lobster Pound.

AMA National Gypsy Tour
Registration at Rally Headquarters.

Camel Roadhouse Tent at the
Lobster Pound, Weirs Beach

MVTR Trail Ride -
Registration - 8-9 a.m.
Pat's Peak, Henniker

Victory Motorcycle Demos -
9 a.m.-5 p.m.
Andy Currier Auto Gallery

Guided Scenic Tour of the Lakes and Mountains
from Rally Headquarters.
Leaves 10:15 a.m. sharp.

AA Meeting
White Church Hall, Weirs Beach -
noon and 8 p.m.

Best of the Bikes - 4 p.m.
Weirs Beach Smokehouse.

H.O.G. Poker Run -
10 a.m.-5 p.m. Cash Prizes.
Meredith Harley-Davidson.

Penguin Racing School
NH International Speedway.
603-783-4744 for info.

Music at the Marketplace -
12 p.m.-midnight.

Broken Antler
Great Burn-Out Contest - 2 p.m.

Loud Pipes Saloon
Special Biker Deals

Zack's Lakeside Restaurant
Jose Cuervo promo -
4 p.m. Prizes!

Patrick's Pub & Eatery
Coors Promo

Backwater Bar & Grill
Special Contest

Annual Chili Cook-off to benefit
the Weirs Historical Society
Funspot - 6 p.m.

Wednesday, June 11
Free CMA Coffee House
at Weirs Beach White Church
Hall - 8 a.m.-midnight.
Hosted by the CMA Northeast
Chapter.

Rally Headquarters Open
8 a.m.-9 p.m.
Weirs Beach Lobster Pound

AMA National Gypsy Tour
Register at Rally Headquarters

Camel Roadhouse Tent
at the Lobster Pound, Weirs Beach

Victory Motorcycle Demos -
9 a.m.-5 p.m.
Andy Currier Auto Gallery

AMA sanctioned Hill Climb at Gunstock. Gates open at 8 a.m. - starts at 10 a.m.
Hosted by Gunstock and the Ridgerunners
Route 11, Gilford

Roadhog Saloon
Special Biker's Breakfast Buffet - 9 a.m.-noon.

Guided Scenic Tour of the Lakes and Mountains
Leaves Rally Headquarters at 9:30 a.m. sharp, ends at AMA Hill Climb.

MVTR Trail Ride
Registration - 8-9 a.m.
Rt. 10, East Lempster

H.O.G. Poker Run -
10 a.m.-5 p.m. Cash Prizes
Meredith Harley-Davidson

Music at the Marketplace -
12 p.m.-midnight

AA Meeting at White Church Hall, Weirs Beach - noon and 8 p.m.

Loud Pipes Saloon
Coors Light Promo, all day.

Lobster Pound
Jose Cuervo promo - 2 p.m. Prizes

Nothin' Fancy
Special Promo. Prizes.

Patrick's Pub & Eatery
Motorcycle Week Adventure Series

Backwater Bar & Grill
Coors Promo with Prize Giveaways

Weirs Beach Smokehouse
Special Promos - 4 p.m.

Broken Antler
Special Promo

Thursday, June 12
Rally Headquarters Open
8 a.m.-10 p.m.
Lobster Pound
Weirs Beach

AMA National Gypsy Tour
Registration at Rally Headquarters

Camel Roadhouse Tent
at the Lobster Pound, Weirs Beach

Free CMA Coffee House
at Weirs Beach White Church Hall - 8 a.m.-midnight
Hosted by the CMA Northeast Chapter.

Victory Motorcycle Demos -
9 a.m.-5 p.m.
Andy Currier Auto Gallery

Roadhog Saloon
Special Biker's Breakfast Buffet - 9 a.m.-noon

Guided Scenic Tours of the Lakes and Mountains
Leaves Rally Headquarters 10 a.m.

H.O.G. Pit Stop Tent
Buell and Harley Demo Rides - 9 a.m.
NH International Speedway, South Gate

H.O.G. Poker Run -
10 a.m.-5 p.m. Cash Prizes.
Meredith Harley-Davidson

Camel Roadhouse Tour
Leaves Rally Headquarters
10:30 a.m.

Pirate Moto-Cross
Minis to Pros
Racing starts at 10:30 a.m.
Jolly Roger's Moto-Sports Park.

Veterans Appreciation Day
All Day at Weirs Beach
Smokehouse

Slow Races on Main Street -
12-3 p.m. Cash Prizes.
Downtown Laconia

NA Meetings, Cornerstone Bldg. - 12 p.m.-1:30 p.m. and 5:30-7 p.m.
Corner of Lakeside Ave and Foster St., Weirs Beach

Music at the Marketplace -
12 p.m.-1:30 p.m. and 5:30-7 p.m.

AA Meeting, White Church Hall - noon and 8 p.m.

Mt. Washington Auto Road
Motorcycles Only on the Highway to the Sky, All Day, First Time Ever

Custom Bike Show
Historic Train Station - 1-6 p.m.
Downtown Laconia

Broken Antler
Special Biker Wrestling Contest - 1 p.m. and 4 p.m.

Wolftrap in Wolfeboro
Lobster Boil with Coors Light

At the Docks and Hesky Park
Chicken BBQ - afternoon
Meredith

Naswa Resort
Jose Cuervo Promo - 4 p.m. Prizes

Loud Pipes Saloon
Football Tournament - 4-8 p.m.

Music at the Market Place -
6 p.m.-midnight, Weirs Beach

Broken Spoke Saloon
Tattoo Contest in the afternoon

Broken Spoke Saloon
Special Promos

Jolly Roger's Moto-Sport Park
Bull-Pen Blowout

Amateur Flat-Track Racing
Pro-bash for Cash
Speedway Bikes. Racing Starts at 6:30 p.m.

Backwater Bar & Grill
Jose Cuervo Promo - 3-6 p.m.

POW-MIA Freedom Ride
Sponsored by H-D Riders MC
Leaves Lakes Region Plaza at 6 p.m. sharp

AMA Sanctioned Flat Track Races - 7 p.m.
Jolly Rogers Moto-Sport Park
For info call 508-874-1732

Loud Pipes Saloon
T-Shirt Contest - 10 p.m.

Patrick's Pub & Eatery
Special Motorcycle Week Comedy Night - 10 p.m.

Friday, June 13
Free CMA Coffee House
at Weirs Beach White Church Hall - 8 a.m.-midnight
Hosted by the CMA Northeast Chapter

Rally Headquarters Open
8 a.m.-10 p.m.
Lobster Pound, Weirs Beach

AMA National Gypsy Tour
Registration
Rally Headquarters

Camel Roadhouse Tent
at the Lobster Pound
Weirs Beach

Victory Motorcycles Demos -
9 a.m.-5 p.m.
Andy Currier Gallery

Loudon Camel Classic -
8:30 a.m. practice and 2:30 p.m. qualifying.
NH International Speedway

H.O.G. Pit Stop Tent
Buell and Harley Demo Rides - 9 a.m.
NH International Speedway,
South Gate

Roadhog Saloon
Special Biker's Breakfast Buffet - 9 a.m.-noon

H.O.G. Poker Run -
10 a.m.-noon. Cash prizes.
Meredith Harley-Davidson

Cornerstone's Laconia
Motorcycle Week, Bike Blessing with Papa Joe Delio - 11 a.m.
Rain or Shine at Gunstock Recreation Area, Gilford

AA Meeting, White Church Hall - noon and 8 p.m.

Patrick's Pub and Eatery
Jose Cuervo Promo

Music at the Market Place
noon-midnight
Biker Fashion Show at the Market Place - 8:30 p.m.
Weirs Beach

NA Meetings -
2 p.m.-1:30 p.m. and 5:30-7 p.m.
Cornerstone Bldg. Corner of Lakeside Ave and Foster St, Weirs Beach

Backwater Bar & Grill
Special Contest and Live Entertainment - 3-6 p.m.

Wolftrap Restaurant
Coors Light Promo - 3-7 p.m.
Wolfeboro

Ms. Broken Antler Contest -
4 p.m., Broken Antler.

Broken Spoke Saloon
Miss Coors Light and Loud Pipes Contest

Loud Pipes Saloon
York Beach Ocean Run leaves at 2 p.m.

Formula USA Pro Singles National Mile Race
\$10,000 - 7:30 p.m.
Rochester Fairgrounds

Saturday, June 14
Rally Headquarters Open
8 a.m.-10 p.m., Lobster Pound
Weirs Beach

AMA National Gypsy Tour
Registration at Rally Headquarters
Camel Roadhouse Tent at the Lobster Pound, Weirs Beach

Victory Motorcycle Demos -
9 a.m.-5 p.m.
Andy Currier Auto Gallery

Roadhog Saloon
Special Biker's Breakfast Buffet - 9 a.m.-noon

Motorcyclists Breakfast -
7-10 a.m., Meredith Fire Station,
U.S. Route 3, Meredith

Loudon Camel Classic,
Final Qualifying Practice - 8 a.m.
Two 250 Grand Prix Qualifying
Races, 750 Supersport Race -
12:30 p.m.
NH International Speedway

Free CMA Coffee House at
Weirs Beach White Church Hall -
8 a.m. to midnight
Hosted by the CMA Northeast
Chapter

Funspot
Official Custom Motorcycle Show
Sponsored by Biker's Choice for
MDA - 9 a.m.

H.O.G. Pit Stop Tent,
Buell and Harley Demo Rides -
9 a.m.
NH International Speedway,
South Gate

NA Meetings Cornerstone Bldg. -
12 p.m.-1:30 and 5:30-7 p.m.
Corner of Lakeside Ave and Foster
St, Weirs Beach

AA Meeting, White Church Hall
- noon and 8 p.m.

Rally Trophies Awarded -
2 p.m., Rally Headquarters

Loud Pipes Saloon
Bike Show (via Franklin St.) -
1-3 p.m.

Broken Spoke Saloon
Arm Wrestling Contest - 1 p.m.
Special Promos

Giant Annual Pig Roast and T-shirt Contest - 1 p.m.
Broken Antler

Music at the Market Place -
12 p.m.-midnight
Tattoo Showdown at the Market
Place - 8:30 p.m.
Weirs Beach

AMA Sanctioned Flat Track
Races - 7 p.m.
Canaan 978-874-1732

Backwater Bar & Grill
Long Distance Contest and
Karaoke Contest 9 p.m.-12 a.m.

Loud Pipes Saloon
Miss Loud Pipes Contest - 9 p.m.

Sunday, June 15
Free CMA Coffee House
at Weirs Beach White Church
Hall - 8 a.m.-4 p.m.
Hosted by the CMA Northeast
Chapter

Rally Headquarters Open
8 a.m.-5 p.m.
Lobster Pound Weirs Beach

South Baptist Church
Service for all Motorcyclists -
7:30 a.m.
85 Court St., Downtown Laconia

Christian Worship Service
Led by CMA Evangelist,
Rick Steffy.
All Are Welcome - 9 a.m.
White Church Hall

Camel Roadhouse Tent
at the Lobster Pound
Weirs Beach

Roadhog Saloon
Special Biker's Breakfast Buffet -
9 a.m.-noon

Loud Pipes Saloon
Patio Cookout - 1-6 p.m.
Bikini Contest - 4 p.m.

Final Motorcycle Parade
to NH International Speedway
Leaves from Meredith High School
Parking Lot at 10 a.m., joins with
group at Weirs Beach. Open to all.

79th Loudon Camel Classic
Superbike Race
NH International Speedway

H.O.G. Pit Shop Tent - 9 a.m.
South Gate NH International
Speedway

*At press time several events
were still pending during the
week. Please, check for
updates.*

WHERE TO FIND SHELTER
If regular showers are your thing
and you don't feel the need to
share your sleeping bag with New
Hampshire's fauna, check out
these hotels, motels, cottages,
condos and/or RV campgrounds.

**Hotels, Motels, Cottages,
and Inns**

Abakee Cottages
Weirs Beach
603-366-4405

Agnes Pease House
Rochester
603-332-5509

**Anchorage on Lake
Winnisquam**
Rt. 3, Tilton
603-524-3248

Appletree Cottage
Winnisquam
603-524-8031

B. Maes Resort Inn & Suites
Rts. 11 & 11B, Gifford
800-458-3877
603-293-7526

Barton's Motel
Union Ave., Laconia
603-524-5674

Bay Side Inn
Alton Bay
603-875-5005

Baytop Motel
Laconia
603-366-2225

Belknap Point Motel
Rt. 11, Gifford
603-293-7511
888-454-2537

Birch Knoll Motel
Laconia
603-366-4958

Black Horse
Motor Court
Rt. 3, Ashland
603-968-7116

Brook & Bridle Summer Homes
Roberts Cove Rd., East Alton
603-569-2707

Cannon Mountain View Motor Lodge
Franconia, NH 03580
603-823-9577

Castle Rest at Weirs Beach
Weirs Beach
603-366-2566

Channel Inn & Cottages
Weirs Beach
603-366-4673

Christmas Island Resort
Weirs Blvd., Laconia,
603-366-4378
800-832-0631

Clearwater Cottages
Neal Road, Meredith
617-438-6700
603-279-6608

Cozy Inn & Cottages
Weirs Beach
603-366-4310

Country Lake Resort
Rt. 3, Winnisquam
603-524-6897
888-555-6897

1848 Inn & Motor Resort
Rt. 3, Weirs Beach
603-366-4714

Eagle House
Weirs Beach
603-366-5927

Ellacoya Resort & Cottages
Gifford
603-293-7792

Grand View Motel
Weirs Beach
603-366-4973

Gunstock Country Inn
Gifford
603-293-2021
800-654-0180

Half Moon Motel & Cottages
Weirs Beach, 603-366-4494
halfmoonmotel@weirsbeach.com

Harris Shore Cottages
Gifford
603-267-5941

Highland Motel & Cottages
Weirs Beach
603-366-5500

Hi-Spot Motor Court
Rt. 3, Weirs Blvd., Laconia
603-524-3281

Holiday Bay Cottages
Weirs Blvd., Laconia
603-366-4414

Inn at Mill Falls & Bay Point
Chase House Rt. 3, Meredith
603-279-7006
800-622-6455

King Birch Inn
Alton Bay
603-875-2222

Kona Mansion Inn
Center Harbor
603-253-4900

Lake Shore Motel & Cottages
Center Harbor
603-253-6244
941-439-6625(w)

Lakeview Hotel & Cottages
Weirs Beach
603-366-4621

Lake Winnepesaukee Motel
Rt. 3 Weirs Beach
603-366-5502

Landmark Inn
Main Street, Laconia
603-524-8000

Lazy E Motor Inn
Rt. 3, Weirs Beach
603-366-4003
schuster@fcgnetworks.net

Lord Hampshire Motel & Cottages
Rt. 3, Tilton
603-524-4331

Lynnmere Motel & Cottages
Rt. 3, Tilton
603-524-0912

Margate on Winnepesaukee
Rt. 3, Laconia
603-524-5210 – 800-MARGATE

Marquis Resort
Winnisquam
603-524-0408

Misty Harbor Resort & Barefoot Beach Resort
Rt. 11B, Gifford
603-293-4500 – 800-336-4789
misty@mistyharbor.net

Mountaineer Motel & Restaurant
Rt. 3, Lincoln
603-745-2235 – 800-356-0046

Naswa Resort
Weirs Blvd, Laconia
603-366-4341
E-mail: thenaswa@aol.com

Phillips House
Winnisquam
603-524-1649

Proctor's Motel & Cottages
Weirs Beach
603-366-5517

Resman Lodging at Misty Harbor
Rt. 11B, Gifford
603-293-4700 – 877-337-4789

Richaven Cottages
Weirs Blvd., Laconia
603-524-7704 – 413-583-3132(w)

Riverview Inn
Alton Bay
603-875-5001

Rosewood Country Inn
Bradford
603-938-5253 – 800-938-5273

St. Moritz Terrace Resort
Laconia
603-366-4482

Shalimar Resort & Spa
Rt. 3, Lake Winnisquam
603-524-1984 – 800-742-5462

Silver Sands Motel & Marina
Rt. 11B, Gifford
603-293-4481

South Bay Resort
Laconia Rd., Tilton
603-528-2449

Sun Valley Cottages
Rt. 3, Weirs Beach
603-366-4945

Super 8 Motel
Rt. 3, Tilton
603-286-8882 – 800-800-8000

Tower Hill Cottages
Weirs Beach
603-366-5525

Town Line Motel
DW Highway, Meredith
603-366-5570

White Oak Motel & Lakefront Cottages
Ashland
603-968-3673 – 888-965-1850
E-mail: whiteoakmo@aol.com

Weirs Beach Smokehouse
Weirs Beach
603-366-2400

Weirs Beach Motel & Cottages
Weirs Beach
603-366-4604

Yankee Trail
Rt. 3, Holderness
603-968-3535 – 800-972-1492
ytm@worldpath.net

Bed And Breakfasts

Bay Side Inn
Alton Bay
603-875-5005

Belgian Acres
Tilton
603-286-2362

Black Dog Manor
Franklin
603-934-0322
h2dogs@fcgnetworks.net

Cartway House Inn
Center Sandwich
603-284-6219
800-501-6219

Corner House Inn
Center Sandwich
603-284-6219
800-501-6219

Duck Pond B & B
Alton
603-776-4111

Englewood B&B
Franklin
603-934-1017 – 888-207-2545

Ferry Point House
Sanbornton
603-524-0087
ernypt@together.net

Hickory Stick Farm
Belmont
603-524-3333

Historic Temperance Tavern
Gilmanton
603-267-7349
temptav@nh.ultranet.com

Horse Haven
Salisbury
603-648-2101

Inn at Smith Cove
Gifford
603-293-1111

Inn at Peyton Place
Gilmanton L.W.
603-364-7315

The Agnes Pease House B&B
Rochester
603-332-5509

Shaker Woods Farm
Sanbornton
603-528-1990
shaker_woods_farm@compuserve.com

Red Hill Inn
Center Harbor
603-279-7001

Condominiums

Cedar Lodge at Brickyard
Weirs Beach
603-366-4316
800-366-4883

Della Paolera Condo
Weirs Beach
978-463-3163 after 6 p.m.
E-mail: BigMrd@aol.com

Gagnon Properties
Weirs Beach
603-623-5997
603-366-2556

Lake Valley Properties
Carlisle, MA
508-369-8049 – 603-366-4684

Samoset at Winnepesaukee
Gifford
603-293-8068

Private Condos

Steele Hill Resort
Sanbornton
603-524-2690
800-286-6985

Summit Resort
Laconia
603-366-4896
800-563-7060

Village at Winnepesaukee
Weirs Beach
603-366-4878

Vacation Rentals

Century 21 Lakes
Region Realty
Center Harbor
603-253-7766
eperts@LakesRegionRealEstate.com

Coldwell Banker Steve Weeks, Realtors
Laconia
603-524-2255

Preferred Vacation Rentals
Center Harbor
603-253-7811 – 800-639-4022

Roche Realty at South Down
Shores
Laconia
603-528-0088

De Wolfe Company
Laconia
603-524-5256

Camping

Clearwater Campgrounds
Meredith
603-279-7761
617-438-6700

Ellacoya State Park
Gifford
603-271-3628

E-Z Livin Cabin
Bristol
860-599-0749

Hack-Ma-Tack Camping Area
603-366-5977

Gunstock Campground
Gifford
603-293-4341
800-GUNSTOCK

Meredith Woods 4 Season Camping
Meredith
603-279-5449
800-848-0328

Paugus Bay Campgrounds
Weirs Beach
603-366-4757

Pine Hollow Camping World
Weirs Beach
603-366-2222
508-647-1966

Pine Woods
Moultonboro
603-253-6251

Weirs Beach Tent & Trailer Park
Weirs Beach
603-366-4747

Yogi Bear's Jellystone Park
Ashland
603-968-9000

**NH Veteran's Association
Campground**
603-366-5568

Where To Taste Local Suds And Hear Some Live Music

Broken Antler
Music: Rock and roll, blues

Naswa Resort
Music: Live bands, different styles

Nothin' Fancy
Music: Pop

The Crossroads
Music: Occasional rock and roll

Weirs Beach Smokehouse
Music: Excellent blues

Where To Eat
Places to stuff your belly at.... And
you can eat there, too.

Eateries at the Center of Weirs Beach

Patio Garden Restaurant
Specialty: Italian and American
Meals served: Lunch and dinner
Location: Winnepesaukee
Marketplace
603-366-5800

StageView Sub Shop & Grill
Specialty: Subs, burgers,
seafood, BBQ
Meals served: Lunch and dinner
Location: Winnepesaukee
Marketplace
603-366-5800

JB Scoops Ice Cream
Specialty: Eyes Scream!!!
Location: Winnepesaukee
Marketplace
603-366-5800

Half Moon Pizza Stand
Specialty: Hey, we're bettin'
tossable pies, right?
Meals served:
Lunch and dinner
Location: 240 Lakeside Ave.
603-366-4315

Hart's Homemade Slush
Specialty: Slush
Location: 248 Lakeside Ave.
603-366-2181

Lisa's Lakeside Diner
Specialty: American
Meals served:
Breakfast, lunch and dinner
Location: 279 Lakeside Ave.
603-366-2005

Nothin' Fancy Bar & Grill
Specialty: Mexican
Meals served:
Lunch and dinner
Location: 306 Lakeside Ave.
603-366-5764

Pier Restaurant
Specialty: American
Meals served:
Lunch and dinner
Location: Winnepesaukee Pier
603-366-5970

Weirs China Mama
Specialty: Chinese, of course
Meals served:
Lunch and dinner
Location: Winnepesaukee Pier
603-366-9373

Eateries Outside of Weirs Beach

The Lobster Pound
Specialty: Lobster, seafood
Meals served:
Lunch and dinner
Location: Weirs Beach Arrow
603-366-5713

Weirs Beach Smokehouse
Specialty: BBQ
Meals served:
Dinner
Location: Weirs Beach Arrow
603-366-2400

Bridgeway
Specialty: American
Meals served:
Lunch and dinner
Location: 1208 Weirs Boulevard
603-366-5912

Crossroads
Specialty: American
Meals served:
Lunch and dinner
Location: 1209 Weirs Boulevard
603-366-9351

Naswa Resort
Specialty: American
Meals served:
Lunch and dinner
Location: 1086 Weirs Boulevard
603-366-4341

Christmas Island Steakhouse
Specialty: American
Meals served:
Lunch and dinner
Location: 630 Weirs Boulevard
603-366-4664

Kellerhaus
Specialty: Waffles
Meals served: Breakfast
Location: Route 3
603-366-4466

JT's Bar-B-Q
Specialty:
BBQ & seafood, no doubt
Meals served:
Breakfast, lunch and dinner
Location: Route 3
603-366-7322

The Tamarack
Specialty: American
Meals served:
Lunch and dinner
Location: Route 3
603-366-4687

The Broken Antler
Specialty: American
Meals served:
Lunch (Sat. and Sun. only)
and dinner
Location: 41 Scenic Road
603-366-4005

Jack's Bait Shack
Specialty: Seafood, Cajun
Meals served:
Lunch and dinner
Location: 818 Endicott Rd.
603-366-4446

SERVICES

We all need some service some-
time, and so here's a few places
that might fit your need. If you're
looking for some "special"-type
service, well, you're on your own.

Bike Shops/Repairs
AJ Welding
Cotton Hill Rd., Merideth
603-279-6331

American Cycle
Route 106, Belmont
603-528-4118 - 24 hr. service

BCM Motorsports
229 Messer St., Laconia
603-524-4898

Concord Motorcycle Shop
Basin St., Concord
603-228-0364

Cycle Warehouse
Route 107, Laconia
603-528-1957

Freedom Cycle
105 Manchester St., Concord
603-225-2779 - Road calls

Goodhues Rad Rides
315 Laconia Rd., Tilton
603-286-7583

Heritage Harley-Davidson
142 Manchester St., Concord
603-224-3268

**Meredith
Harley-Davidson**
8 Maple St., Meredith
603-279-4526

Power Stroke
Route 106, Belmont
603-528-6687 - 24 hr. service

Tattooing

Crows Creations
455 S. Main St., N. Conway
603-358-5551

Hollywood Ink
Weirs Beach
603-366-2425

LA East House of Tattooing
49 Elm St., Laconia
603-524-6908

Millenium Tattoo
Main St., Ashland
603-645-3454

Old Skool Tatoo
Canal St., Laconia
603-528-7695

Razor's Edge Tattooing
302 Main St., Tilton
603-286-7164

Screaming Needles Tattooing
190 Main St., Plymouth
603-536-8282

**The Hobo & Winnepesaukee
Scenic Railroads**
These railroads provide train
transportation to Weirs Beach dur-
ing Laconia Motorcycle Week. No
vehicles other than motorcycles
are allowed on Weirs Beach
Boulevard during Bike Week. The

train has frequent service in and
out of the Weirs Beach with park-
ing at Meredith & Lakeport. For
more info about Bike Week call
603-279-5253, or all year 603-745-
2135. The round-trip fare during
Bike Week is \$10 per person.

Airports

Laconia Airport Authority
66 Aviation Dr., Gilford
603-524-5003

Pemi-Riverside Airport
N. Ashland Rd.,
Ashland
603-536-9808

Plymouth Muni. Airport
Quincy Rd., Plymouth
603-536-9647

Concord Airport
71 Airport Rd., Concord
603-229-1760

Aircraft Charters

Air Transport Inc.
Plymouth
603-536-7244

Concord Aviation Svcs.
Concord
603-228-2267

Emerson Aviation Inc.
Laconia
603-293-7980

Sky Bright Inc.
Gilford
603-528-6818

White Mountain
Helicopter Hill
603-744-6232

Seaplane Services Inc.
Lakeport
603-524-0446

Towing/Bros Club Service
Looking for a terrific tow job? No-
body does it better than the Bros
Club. You won't have to worry
about a little thing like a break-
down turning into a major
headache for you, because by join-
ing the Bros Club, you are ensur-
ing yourself the best help a rider
on the road can have, 24 hours a
day, seven days a week. All ya
gotta do is call 800-325-9028, and
you'll have access to more than
12,000 affiliates able to pick you
up and dust you off (or dry you off)
are at your beck and call through-
out the 48 contiguous states,
Alaska and parts of Canada.

Bike Transportation

If you can't ride to Laconia, but
have to have your bike there, ship-
ping is the way to go. The follow-
ing companies will be happy to
take care of that for you.

J.C. Motors

As the official shipping company
for Easyriders, they give excep-
tional shipping. In fact, they spe-
cialize in motorcycle shipping, be-
cause they started out as motorcy-
cle shop and wholesalers. Even
extra-long choppers and big-assed

dressers are no problem for them,
and they've got a special, patent-
ed "pop-up" crate, which they'll
ship to the customer for easy crat-
ing, and then they'll pick it up. JC
Motors ships internationally, na-
tionwide, and to all rallies. And if
the old lady's kicked your ass to
the curb and ya gotta move all
your crap out, they'll do that, too.
For more info or to have them ship
your ride, call 800-730-3151, or go
to www.motorcycleshippers.com.

Goldrush Motorsports

They'll ship your bikes from any-
where USA provided it's more
than one. So if you and your bud-
dies don't have the time to ride,
just call Ken, and he'll handle it
for you. Their phone number is
704-799-2890; their fax is 704-
799-2892, and their Web site is
www.goldrushmotorsports.com.

Federal Company

As an agent for Allied Vans, they'll
ship your bike pretty much anywhere
within the continental U.S. They'll
pick up individual bikes or groups,
and the more bikes, the more of a
discount rate you'll get. For more
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And that's all, folks. We hope
you'll have a blast. Make sure you
keep the rubber on the road (or
wherever else it's appropriate),
and get home safely, so you can
start planning for the big 81st La-
conia Bike Week already starting
at you from June 12 through June
20. We'll see ya there.

WOMEN ARE EMOTIONAL

If there's one thing I've learned about women in all my years of wedded bliss, it's that they're emotional. Women have emotions for every event, every time of day, every season. They'll cry when you cut them with your toenails, they'll laugh when you smack your groin area into the corner of the kitchen cupboard, they'll feel sad just because they've got nothing better to do and don't want to be without a handy emotion. Although, from my experience, the most common female emotion has got to be anger. If you doubt it, just do something to make a woman mad and you'll see what I mean.

Women become angry for reasons far too numerous to go into here. I'm sure

that somewhere there must be a publication, probably as thick as a phone book that lists all the things that make women mad. Such a book would no doubt include such transgressions as looking at them wrong, ignoring them, making sexual passes at them, not making sexual passes at them, scratching too loudly, passing gas without a written apology, and a whole host of other offenses. Dealing with my own wife though, there are a few things that, above all, set her off. I'll list only four.

1) Never disturb her sleep.

How a particular woman reacts to anger depends on her own unique personality and overall temperament. Speaking for my wife, her temperament

when disturbed at 3 in the morning is pretty foul. Dare to wake her for anything less than to warn her about an oncoming tornado and you will pay. I would rather wake a hibernating bear with a tongue kiss. Once I woke her in the middle of the night because I had somehow developed the most noxious case of nocturnal gas ever known to man. Being the delicate flower that she is, she let me know about my odor problem by elbowing me so hard in the ribs, while I was sound asleep no less, that I still suffer the odd hellish nightmare about it. I tell you, nothing can drag you out of a deep sleep faster than the sound of your own bones cracking. Trust me.



"Is he cute? Hell, I don't know!"

2) Never tell her to calm down.

Telling my wife to calm down when she's in one of her "woman moods" normally has the opposite effect of what I was hoping for. What she doesn't realize is that when I tell her to calm down I want her to act in a less terrifying manner, not escalate into near insanity. Instead of calming down as I've requested, she often slips into a mood similar to what you might encounter if you kicked a dragon in the nuts.

3) Never order her to do anything.

Usually when I order my wife to do something, she responds in a very predictable manner. For example, if I order her to fetch me a beer, she often responds by throwing something at me. Could be a knife, a potted plant or whatever house pet we haven't killed yet (But, it WON'T be a BEER!). Or if I order her to do a particular piece of housework, she may toss an empty beer bottle or cordless phone in my direction. (The cordless phone has been a source of much pain in my household. Phones should be attached to something in order that they not be used as weapons.) You might notice a bit of a theme here. I order her to do something, she throws something at me. It's a good thing she throws like a girl.

4) Never run over her cat.

I'd like to state publicly that at the age of 16, many, many years ago, I did not run over my future wife's cat. Hell, I didn't even know that she had a cat. I was too pre-occupied with trying to get her to show me her boobs to care about a damn cat. Yet my wife is convinced that I did run her furry friend into the gravel and is still pissed off about it. I mean, she doesn't talk about it every day or anything crazy like that, but we can't pass road-kill on the highway without me hearing the story about the day Kiki bought the farm. Kiki was apparently a really smart cat. I can't remember exactly why, but he wasn't just your average feline. Too bad he wasn't smart enough to stay off the road.

Note to readers: The above paragraph may eventually cause my divorce. There is a chance that the dead cat story may push the wife over the edge and make all the previous things that made her mad seem like a warm up for the big one. If she boots me out the door I'm gonna need a place to stay.

—Greg White

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FROM ONE POND TO THE OTHER ON TWO WHEELS

COAST TO COAST

WRITTEN BY MARK NEWTON

It was hard to believe I was on my way to California. It all started with one of my friends saying he had always wanted to ride his scooter from the Pacific Ocean to the Atlantic Ocean. Of course this kind of stuff comes up when the guys are shooting the shit over some cold brews. In true form the only way I could respond was, "Count me in! I'm serious, you set it up and tell me when, how much and I'm there."

Well, the coast-to-coast trip got much further along than I ever thought it would. The count rose to 12 guys saying they were going to ship their scooters to San Francisco and then ride them back to Jacksonville, Florida. Soon, we were down to a week before the shipper picked up the bikes and three weeks before departing for San Francisco via Delta Airlines. Talk is cheap, and when it came time to show up and pay up the group went from 12 riders to three. Taenam O, Mike Cerino and myself. Hell, there was still some balking about the length of the ride and the guy who originated the whole thing was not one of the final three. At this point I made a decision; I was going to ride my scooter from San Francisco to Jacksonville even if I had to do the whole damn trip by myself.

I must admit I did have real anxiety once the shipper picked up my 6-month-old 2001 Ultra Classic. This anxiety persisted till they unloaded my bike right there at the Marriott Fisherman's Wharf in downtown San Francisco.

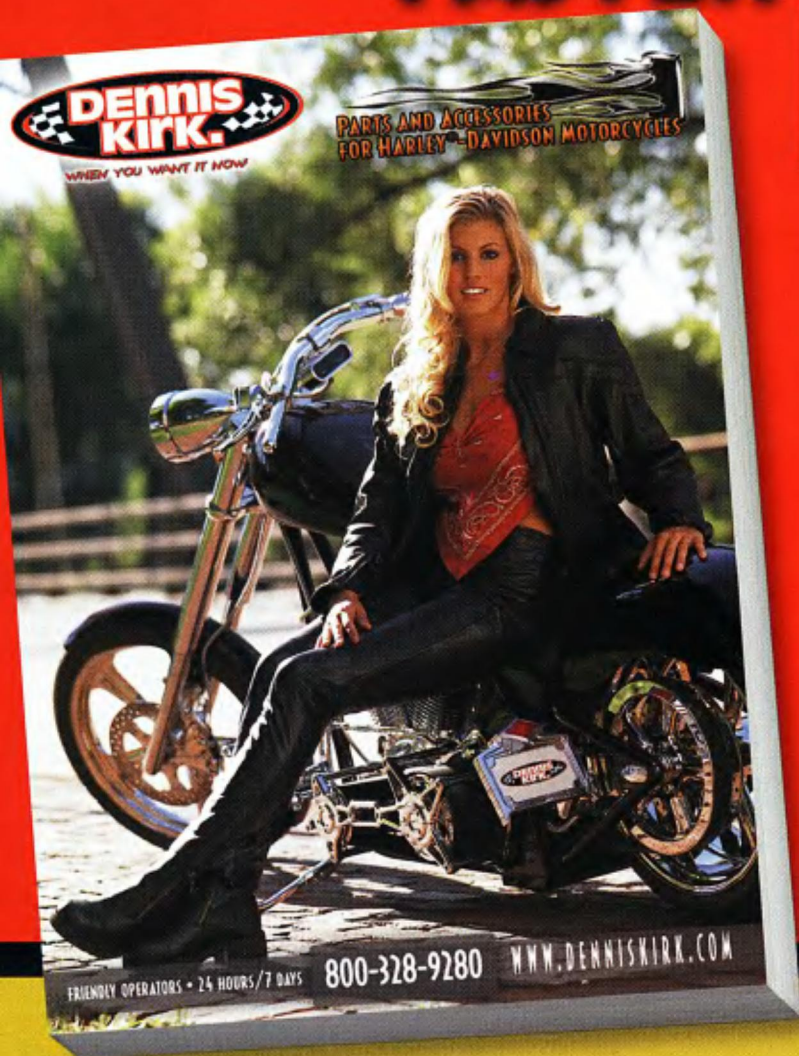
Anyway, there I was in first class on the plane getting dirty looks as I sat there in jeans and biker T-shirt downing beverages of the alcoholic sort at 10 a.m. This was it, vacation officially started and our dream of doing an ocean to ocean ride was becoming a reality. Taenam flew out to Los Angeles to see a girlfriend and was to ride his bike up to meet us. Mike couldn't get on my flight so he was to arrive in San Francisco only 15 minutes after me on a different flight. Sure enough by the time I reached San Francisco I was pretty drunk, and Mike deplaned only 15 minutes later even drunker. We caught a cab downtown and started partying for three nonstop days in San Francisco.

On the second day our bikes arrived and on the third we toured Napa Valley wine country. After numerous wineries and a great picnic lunch at V Sattui we decided to have a glass of wine and cigar at one of the most elite and snobby wineries in wine country. What a trip watching the lady at the Opus One tasting room run out to the parking lot as Mike, in full biker garb, was trying to stuff our Opus One wine glasses into his saddlebag. Oh well, he just wanted a souvenir.

Finally it was time to begin the trip we had traveled all that way to make. On Day 4 we departed San Francisco and headed through the incredible Lake Tahoe, California, area through Reno, Nevada, to Fallon, Nevada. This was a short 380-mile day, but the mountains around Tahoe were incredible. Riding around Lake Tahoe on the west side of the lake offered views like no other in the world. We took in some of the most incredible sights of our trip in this area. We even stopped to cool down from the August heat in one of the Tahoe mountain streams. Doesn't get much better than that. We ended the day with some gambling in Fallon. At around 11 p.m. we got tired of gambling and took a short 15-mile ride out into the desert to one of the ranches Nevada is famous for. We just had a brew and grabbed a "menu" to prove to the guys back home we had been there. Some interesting reading. Nothing like a ride in the desert in the cool evening under a bright moon. It was good to get going on what was planned to be a seven-day ride from the Pacific Ocean to the Atlantic Ocean.

On Day 5 we covered both Nevada and Utah in one long day through the desert on the famous Highway 50, a very long stretch through the desert with only rare sightings of fellow human beings. Some consider the desert boring but for a few guys from the Southeast it was absolutely beautiful. Even though it was August it was only too hot when we slowed down below 80 mph. Nothing like clear blue skies, mountains in the distance and the open space of the desert. This was the longest single day of the trip doing 780 miles. During this

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stretch we did see bikers heading down Highway 50 on their way to Sturgis.

The only broken down bike we saw during the whole trip was in the middle of this desert; it was a brand new Honda Gold Wing. Nothing against Hondas but it made us chuckle since the one thing riders of Jap bikes throw at us Harley riders is "dependability." Anyway, we

offered to help but his buddies were already on it. It was later this day we had a pucker moment ourselves. In the middle of nowhere in the Utah desert we dropped our speed from 90 mph to 40 as the fuel lights came on and there was nothing in sight looking like civilization. It was at this point having slowed down to 40 mph that we could see skeletal

remains of fallen animals out there in the desert. This is not where we wanted to run out of gas. After what seemed like forever we finally found a gas pump at a little convenience store in the middle of nowhere. Soon, we had dinner and did the final stretch of that day in the dark ending up in Grand Junction, Colorado, at 11 p.m.



Day 6 took us from Grand Junction through the Rocky Mountains to Aspen where we stopped for a very relaxed lunch and some cold beer. What a ride! Racing through the Rockies is as good as it gets. I could've spent all summer just in those mountains. After a relaxing lunch we headed back up into the mountains reaching 12,095 feet above sea level at the continental divide. Some more great riding. Then a huge summer storm hit and at that elevation we got hammered with some small hail. The helmets went on with the rain suits for this part. We wound our way out of the rain and mountains ending up in Salida, Colorado. We only covered about 225 miles that day, but with all the racing through winding mountain roads, many photo stops and some hail, it was a pretty full day.

On Day 7 we traveled from Salida, Colorado, out of the mountains, through the northeast corner of New Mexico into Amarillo, Texas. We went from the Rockies to some great wide-open plains in New Mexico. In the middle of these plains we could see an occasional volcano (extinct) just standing there in the middle of the plains. We took a ride to the top of the Capulin Volcano. Again for some Southeastern guys this was just excellent scenery and riding. We covered about 500 miles that day arriving in Amarillo just as the sun set. Of course we weren't too tired to have dinner followed by lots of cold beer and a cigar in a local establishment. Gotta hang with the locals to really get a feel for the vast array of culture in the good ol' USA.

Day 8 was just HOT, as in temperature. From Amarillo to Bossier City, Louisiana, we stayed north of Dallas to avoid interstate and traffic for about 555 miles. It was long, hot and not as scenic as previous days. Texas is big and with August heat it seems even bigger. However, Bossier City had some great casinos equal to those in Las Vegas. After hanging out in the hotel pool we had one of the better gourmet dinners of the trip followed by cocktails, cigars, and lots of gambling. Fortunately, I got back to the room without giving my money away. That's more than my buddy Taenam could say, he just loves to give his money to the casinos. I watched him turn \$500 into \$15,000 in less than two hours. He was on a roll! But by the end of the night the casino got it all, oh well, this was a vacation. What the hell! We were having a blast. We were down to the last couple days and looking forward to the next night in New Orleans.

Day 9 saw us scoot down the interstate from Bossier City to New Orleans. We covered about 350 miles and went through lots of swampland. Pulling into New Orleans, we had sushi and beer for lunch and then checked into our hotel right on Bourbon Street. This was to be our last night on the road and a big party blowout. All I can say is...it was—and we all plead the Fifth!

Day 10 was the 550-mile interstate run home to Jacksonville from New Orleans. The first couple hundred miles were nice and then the Florida summer thunderstorms hit us the rest of the way. It went from a major downpour, slowing the interstate traffic down to 40 mph, back to blazing hot sun, too hot for rain suits. This made the last couple hundred miles a speed drill of putting on and taking off rain suits multiple times on the side of the interstate. We called ahead and had our wives, children and a few friends meet us at Taenam's sushi bar, Sushi Rock Café. We pulled in at 6:30 p.m. for a big sushi dinner, beer, and of course we had lots of great stories to tell. We absolutely looked like we spent the last 10 days on the road. But we probably look much happier and relaxed than our friends and family could remember in recent times.

Looking back on this adventure, our very first ocean-to-ocean trip, it was a total blast. We covered approximately 3,400 miles. We were good friends and riding buddies before the trip, but our friendship grew even more as we shared this experience. You could say we "bonded." Before the trip I thought for sure I would be ready to park my bike and not get on it for a while. After returning home nothing occupied my thoughts more than how nice it would be to put it all down and hop on my bike and ride for another 10 days. I immediately missed the road. I was almost depressed having to take on the daily grind again. On a trip like our coast-to-coast putt we were able to truly put it all down and worry about nothing but having a great time, riding, eating, and drinking. We will definitely do it again.

I have always wondered why people trailer their scoots. I bought mine to ride. After this trip we truly discovered that we can't ride our scoots enough. That's what my scooter is for. For those of you using a trailer to pull your bikes around the country, go sell your trailer and have some real fun. Maybe this summer we can do San Diego to the Maine coast.

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Cruising The Florida Keys



The Florida Keys are unlike any other place in the world. The Bermuda Triangle sits a few miles away casting a surreal mood over the line of islands. Infinitely sunny days are punctuated by dramatic storms. Incredible sunsets ease away the pain of life in the fast-paced "civilized" world.

Some tourists come to the Keys and never go back home. Or like Connecticut bikers, Lorin and Wayne Siniscalco, they make a few visits and then move down for a "trial" period. Lorin and Wayne have been north of Key Largo only once since they moved to Tavernier 18 months ago. They took me for a cruise across Tavernier's Toilet Seat Channel aboard their 19-foot "living room." Seems years ago, someone decided to hang a toilet seat on a channel marker. A line of toilet seats now marks the way.

Cruising the Keys is fairly simple. Just get on Rte. 1 in Homestead and head south. Rte. 1, aka the Overseas Highway, is the main road. This road is marked off with mile markers, which start in Key West and run north ending at the Monroe County line by Mile Marker 112, north of Key Largo. Most of the famous and infamous attractions line the road. On Islamorada you can watch blood-red sunsets from the porch of the Lorelei, play pool and snack out at Hog Heaven, or go on a fishing trip with some of the best charter boat captains in the Keys at Whale Harbor. Islamorada is also home to one of the most intriguing bike shops in the world, Keys Cycle. The Keys are very "bike friendly." Most everyone I came across had a pleasant comment about my bike. One of my favorite bars in the Lower Keys is Boondock's. It's often a stop for the famous Key West Poker Run. Half the fun in the Keys is discovering the unknown. Most visitors find their own favorite hangouts. The atmosphere, combined with the spectacular blue waters stretching to the horizon, lures one into renege thoughts. Just about everyone who visits the Keys, ponders, "Could I make a living here? I could live here." The whole Keys experience sucks you in. I've made several bike trips here and each time it's a different exotic adventure that is difficult to end.

Accommodations in the Keys run the gamut from leftover 1930s Art Deco creations that seem to be growing out of the palm trees, like the La Jolla Resort, to modern fantasy palaces like The Largo Marriott. Just about every hotel is on the beach.

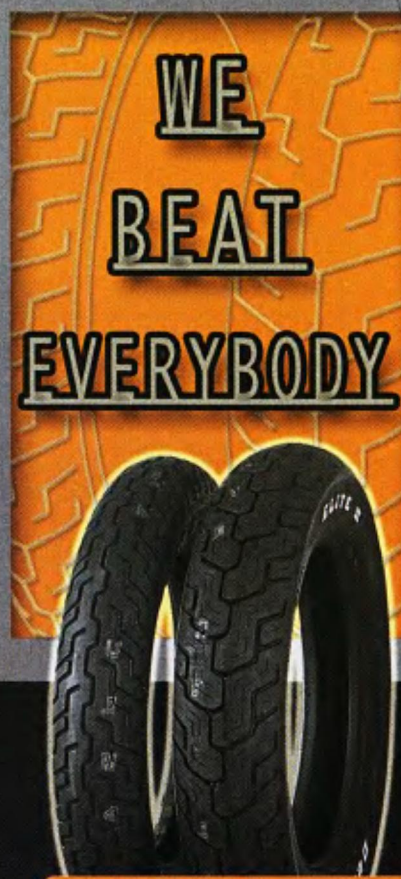
Bahia Honda State Park at Mile Marker 37 is a must stop, with pristine beaches and relics of Henry Flagler's overseas rail-

way stretching across the water. The overseas highway was built upon much of those remnants. The history of the railway can be found at the Flagler Station Over-Sea Railway Historeum Museum located at the Key West Historic Seaport.

Key West is yet another world, Victorian houses enveloped in tropical foliage, trendy galleries, mysterious alleys, countless unique shops, bars, and cafes. Anything and everything goes in Key West, where the brave do the "Duval Crawl," which consists of having a drink in each bar, starting at one end of Duval Street and ending at the other. No wonder Hemingway had a home here. Room No. 215 at the Southernmost Beach Resort provided me with a private waterfront escape at the southeastern point of the island. My other favorite lodging is the Eden House, a restored Floridian Deco hotel of the '20s. This timeless treasure lies tucked away a few blocks north of Duval Street. Another extraordinary house to visit is the Southernmost House over on the water near the Southernmost monument. This turn of the century treasure is open to the public. It's worth going, even if just for a swim in its spectacular swimming pool. Most visitors to Key West have already seen the performing cats and the endless unique vendors at the nightly Sunset Celebration at Mallory Square, but the champagne sunset cruise on the Glass Bottom Boat is not to be missed. A buddy of mine has been to Key West over 20 times and goes on the tour through The Hemingway House each time. For such a small island, there are plenty of things to do. You could spend a week in Key West and not make a dent in it.

Then there is the "Great Chicken Controversy" rocking the island. Seems there's been chickens roaming freely in Key West for 200 years. The chickens are protected by law, you can't even throw a rock at them. They wander through backyards, streets, and even through the bars. Half the island hates them. The other half is fiercely protective to the point of providing a chicken "safe house," tucked in among the boutiques, galleries, and cafes.

Adventure lurked at every turn: former Miami Dolphin cheerleader and model Tori Snitcher poolside, topless bartenders at the Garden Bar on Duval St, tempting fate at Rick's Key West Café, crossing the 7 Mile Bridge (an easy, yet exhilarating task unless there's a tropical storm and I've been there), my bike's battery dying 2 1/2 miles down the road from Keys Cycle, the only shop for many, many miles.



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After a week of living on almost nothing but Bailey's and Kaulua, my most vivid memory was of a hazy night in Key Largo's famous biker bar, Caribbean Club. Seeing as how the classic movie, *Key Largo* was filmed there, it seemed a most appropriate setting. Dogs chased each other across the barroom floor as soap operas unfolded all around. Next to me, two besotted women sat cussing out the men in their lives, punctuating every other sentence with, "You go girl." Across the bar, the bartender shadily conspired with a group of regulars, while she nervously glanced towards the door. I was busy in the middle of my own drama as Stevie Nicks lamented from the jukebox. Broken hearts and broken dreams were on the menu that night. Outside, the ocean breezes helped the palm trees sing their whispered songs. It was an evening straight out of the *Twilight Zone* or maybe a Humphrey Bogart movie.

But that's quite typical for the Keys. It's like stepping into another place in time. Time seems to stand still in the Florida Keys. One sunny day blends into the next, until you realize that a Monday waits back in the real world and you have an appointment with it that you cannot break. Or can you?

Since this was written, Keys Cycle has

closed. They will be reopening in West Palm Beach later this year.

—JoAnn Bortles

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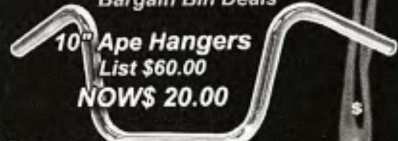
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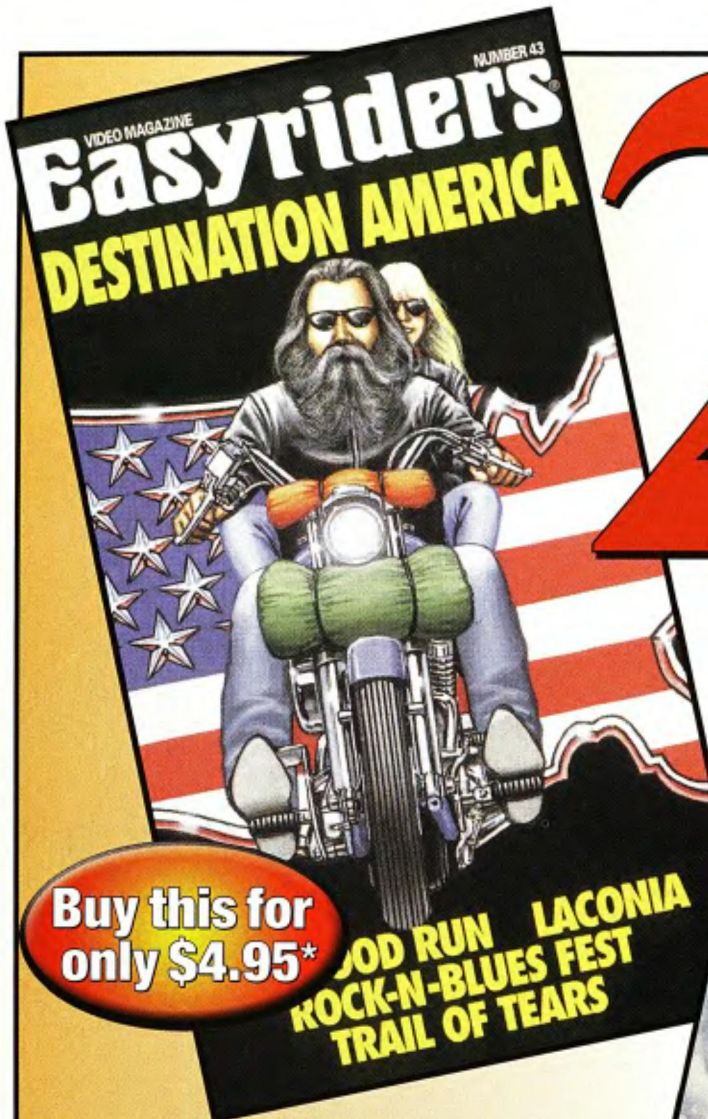
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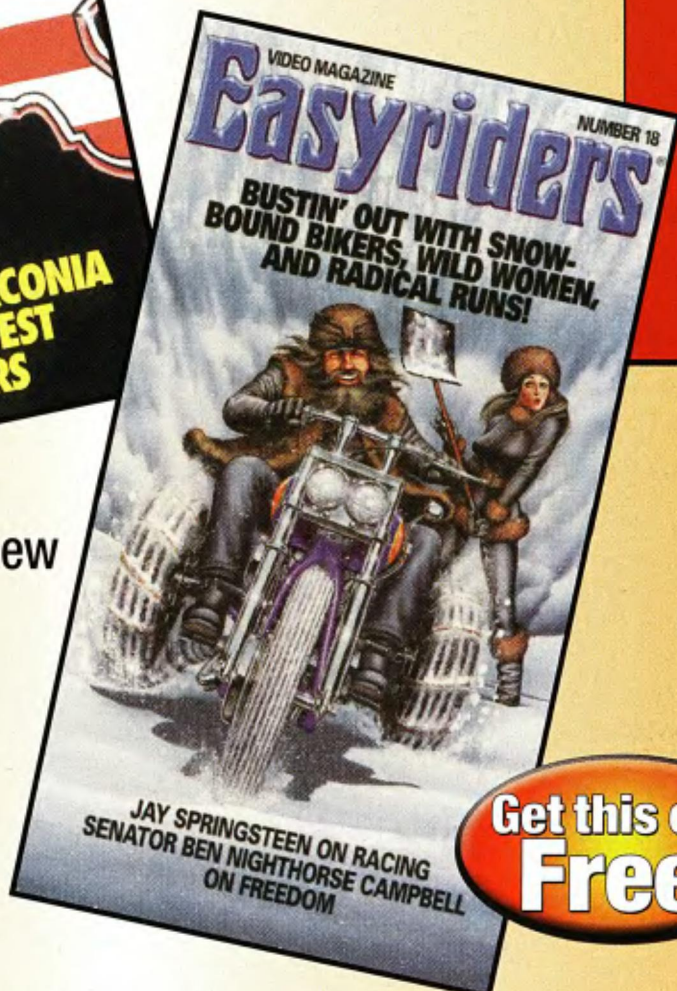
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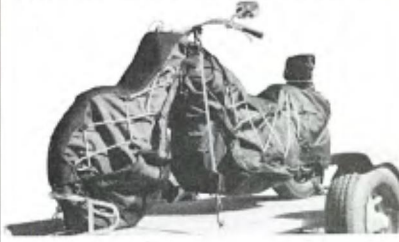
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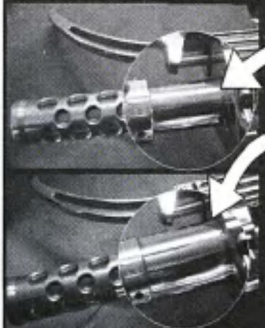
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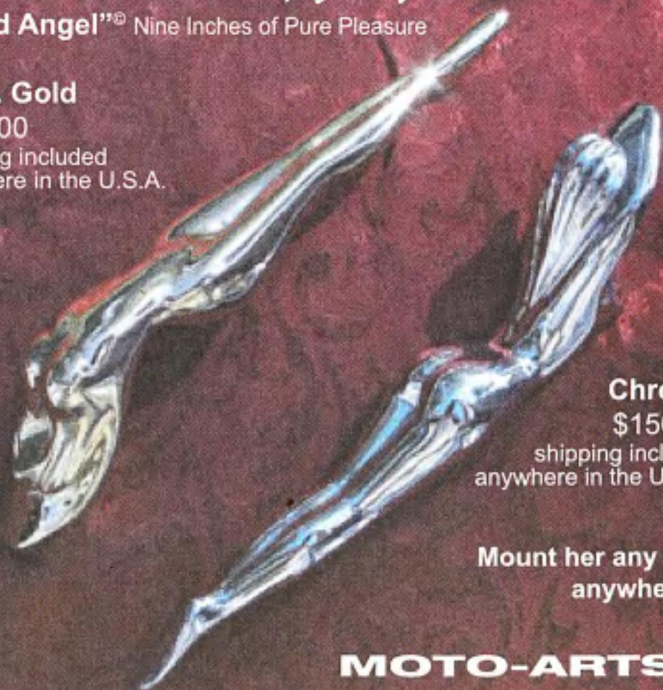
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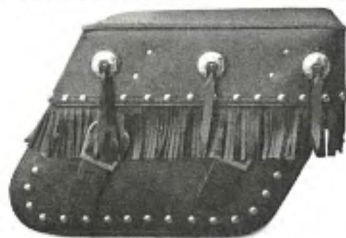
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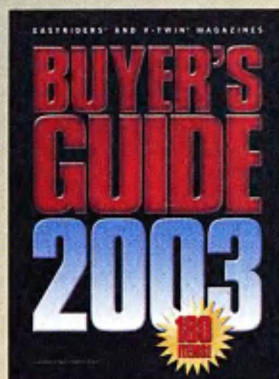
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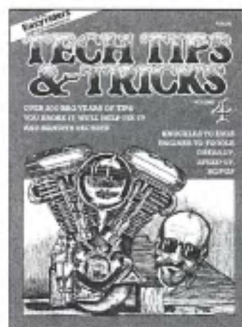
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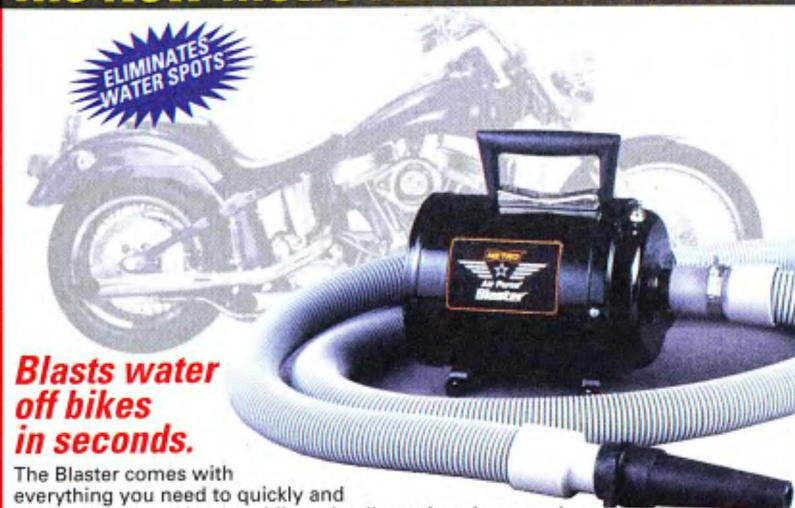
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RIDE AND TRAVEL IN STYLE

T-Bag's New, Multi-Purpose Luggage

Multi-use products are a big plus, as they allow a single product to perform more than one function. Now T-Bags has released new luggage products that offer the versatility of multiple uses and are compatible with most motorcycle luggage racks. Each one of these new products from T-Bags utilizes the company's newest (patent pending) Universal Expandable Mounting System that fits backrests of up to 11 inches wide. T-Bags also will be coming out soon with a version that will accommodate backrests of up to 14 inches in width. Check 'em out.

—Lafayette



T-Bag Roller-T (Above and left)

The Roller-T allows you to have the benefits of luggage that can handle both airline travel and motorcycle touring duties. Wouldn't you love to have one set of luggage that does it all? If so, the Roller-T from T-Bags may just be in your traveling and riding future.

The Roller-T is constructed of durable, vinyl-backed polyester material and is insulated with high-density, closed-cell foam. Though it's designed to slip over a passenger backrest for motorcycle use, the Roller-T features a pair of counter-set, high-quality ball-bearing blade wheels.

The sturdy telescopic handle appears from its own hidden pocket for airport and parking lot duties. The wheels, telescopic handle and mounting system are all riveted to thick plastic for durability and stability. Its crush-proof bottom will not sag, and it offers convenient loading through either its top or full side opening.

For business meetings, whether by jet or bike, there's an internal organizer that's a virtual office with individual holders for papers, pens, cell phone, calculator, etc. There's a long slit pocket on each side, and another large outside pocket in the lid for papers. Internal elastic connector straps help keep the contents tidy and accessible. A built-in bungee-bottom external rain cover keeps things dry, and two quick-release straps offer additional stability. The rigid design allows the Roller-T to maintain its shape even when empty. The bag's dimensions are 16 inches high, 17.5 inches wide and 9 inches deep. It retails for \$199.95.

T-Bag Ice-T2 (Right)

Another new product from T-Bags is the Ice-T2, a cleverly designed travel bag that can be used both for carrying clothing, and as a food cooler. It's constructed of durable vinyl-backed polyester material and insulated with high-density, closed-cell foam. Insert the leak-proof vinyl liner, add ice cubes or freezable ice packs, then load in the drinks and avoid the mess. The internal compartment holds up to four six-packs plus snacks. And when it's not party time, just load it with conventional cargo. The Ice-T2's innovative features include a tough rubber bottom, comfortable shoulder strap, and two carrying handles. It is trimmed with attractive reflective stitching for greater night visibility. It also features an external organizer pocket and roomy external side pockets. There's also a built-in bungee bottom external rain cover—can't let those drinks get wet. Finally, its rigid design maintains its shape, even when empty. Bag dimensions are 15 inches high, 17 3/8 inches wide and 8.25 inches deep. This one retails for \$159.95.



Photos: provided by T-Bags

GETTING WIRED...

The Evolution of High-Performance Spark Plug Wires

For the past 20 years, Kirk Van Scoten of Sumax has been affiliated with Taylor Cable to bring their cutting-edge spark plug-wire technology—developed for the automotive field—to the world of motorcycles.

Basically, spark plug wires (used to transfer the spark from the coil to the spark plug) are made up of two components: core and insulation.

Metallic core wires have always been used with points, ignitions and magnetos, the standard in the motorcycle industry prior to electronic ignitions. The insulation available prior to the early 1980s was either a rubber or a vinyl type. The problem with this was that it would have a tendency to crack when exposed to the weather. So it was the norm back then each spring to install a new set of points and plug wires. Otherwise you might get zapped when rubbing up against the wires. It was common to see a "light show" with sparks jumping from the wires to any ground device when someone was running a set of old wires.

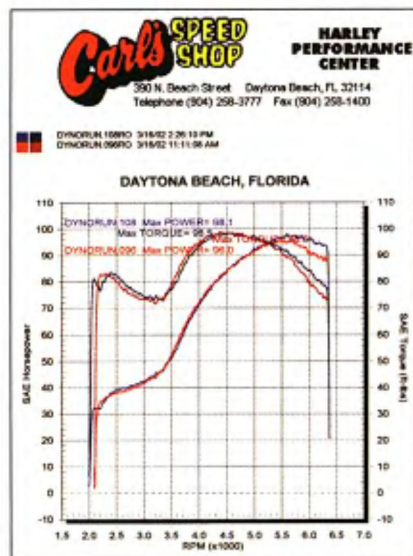
Carbon core wires are also known as resistance or suppression core wires. Carbon core first showed up in automobiles to eliminate radio frequency interference, which is the static you'd hear on your radio. As electronic ignitions started showing up in the mid-1980s suppression core wires were required to protect the ignitions. If you were running metallic core wires with an electronic ignition, the bike would run fine until you let off the gas. That's when the fire wants to run back from the plug to the coil to the ignition. The fire will burn up the ignition unless you suppress it. Carbon core worked well to suppress the back draft, but does not work effectively in the transfer of the spark from coil to plugs.

At this time Sumax and Taylor went from a 7mm wire to an 8mm wire with a better insulation rating. A higher grade of silicone was now being used to guarantee a 600-degree F heat protection. "Drag Boots" were now molded onto the wire compared to the old slip on boots. They also featured double interlocking spring locking terminals for a better connection.

Up until recently, colors offered for spark plug wire were black, orange and yellow. Sumax was the first to offer additional colors with the idea of matching the bikes paint scheme. At first, when introduced at a dealer show, the new colors red and blue were met with resistance. Kirk's wife, Linda, was helping him at a large dealer show, and as she was taking an order from a dealer who was very tall with a long beard, he told her he wanted these sets in yellow, orange, and black. She asked if he wanted any sets in red and blue. His

response was that these were the only colors he ever sold. She looked up at him and grabbed his beard so they were both at eye level and said, "Do you want to be boring all your life?" He laughed and promptly ordered additional sets in red and blue. Since then Sumax had added purple, teal, white, pink, and green as color options.

Spiro Pro Core was first introduced to the motorcycle industry in the late 1980s by Sumax and Taylor. As Kirk from Sumax tells us, "Back then we had been working for several years with Jim



Photos: provided by Sumax

McClure providing him with plug wires for his record-setting top fuel bike. Jim came up to me at a show with a problem. He was trying out a new electronic ignition at the dragstrip. He would blow the ignition at the end of the run. He was using our metallic core wires that had been proven successful on the NASCAR circuit. We sent Jim a couple of sets of wires prior to the next race. He went on to set many world records with no ignition failures!"

The Spiro Pro core wires were designed to give protection to the electronic ignitions by providing resistance. The ferro magnetic inner core, wrapped in a special metal wire conductor, provides 10 times the fire-power of carbon core wires. The Spiro Pro core resistance factor is a low 350 ohms per foot (resistance is rated by ohms per foot). This works with a vast majority of high performance electronic ignitions. While working great with electronic ignitions, they also work great with points ignitions. Kirk received a call one day from our Easyriders Double Engine Bonneville Streamliner head wrench, Keith Ruxton, who requested sets in red for the land speed record attempt. The year was 1990 and the record was set at 322.150 mph. That record still stands.

The "409" Pro Racing wire was designed next for the race bikes because they always battle heat. It features the same Spiro Pro core with a sleeving directly bonded over the 8mm wires. This fat 10.4mm 0.409 wire features three layers of silicone with a tightly woven heat-treated fiberglass skin producing 100,000 dielectric strength. Black, red, and blue race colors are now available in custom snap-on kits for all model Harleys.

Today there is a new Thundervolt50 core that has racers, bike builders, and enthusiasts very excited. While a few manufacturers in the past have claimed increased horsepower, none have been able to prove it... until now. Kirk went to old friend Carl Morrow of the world-renowned Carl's Speed Shop in Daytona Beach, Florida. Kirk asked if he would test these wires. Carl first tested them on a Twin Cam bike with one of their hop-up kits installed. Initial run with OEM wires produced 94.0 horsepower. A run with the Thundervolt50 wires produced 96.1 horsepower... an actual gain of 2.1 horsepower. Carl was so excited with this never-before-seen results that he put them on his Top Gun, the world's fastest AHDRA certified Harley. The results showed a solid three horsepower gain.

The bike's plugs were loaded up from doing burnouts for photo shoots during bike week a few weeks before. The plugs unloaded and the bike ran smoother. The horsepower gain maybe attributed to the unspent gases being spent with the hotter spark transfer.

Tests on the Thundervolt50 wires continued. Kurt, an instructor from AMI, located in Daytona Beach tried out a set with initial skepticism. Kurt pointed out that, "People ask us to test new product like this before. The results have been lackluster. On a Harley that we were very familiar with, we dyno tested the Thundervolt50 wires, and noticed right from the beginning as the rpms increased there was a noticeable difference in additional horsepower gains." Other performance-oriented shops have tested them with similar results. One shop owner noticed that with other wires the line on the chart was somewhat ragged. When running the Thundervolt50 wires the line smoothed out. We had two of our editor's test them on two totally different bikes. Both were pleased with the pick-up and crisp response of the Thundervolt50s.

The new Thundervolt50 core features a ferrite spiral wound coated core that is a blend of an exclusive copper/nickel alloy bonded by a conductive acrylic latex cover. This one-of-a-kind process is designed to reinforce and assist in holding the core resistance to 50 ohms per foot. The fat 0.409 (10.4mm) wire also features three layers of Zimplex silicone producing 600 degrees of heat protection with 102,000 volts dielectric strength. The tightly woven heat-treated fiberglass braid has a black outer cover with a gold Thundervolt50 logo. Sumax has custom snap-on kits for all the Harley models. They also offer universal kits with 90-, 135-, and 180-degree plug boots with 24-inch leads for dual plug and custom applications. With a retail price of only \$49.95 for all the kits we are talking cheap horsepower. Racers will notice the difference as additional horsepower relates to lower ET and wins. The rest of us will notice the difference in our scooters starting easier, running smoother and stronger.

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—Neo

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JC Motors Motorcycle Shipping Program transports motorcycles and ATVs worldwide. They are the originators of the uncrated shipping program with North American Van Lines. An extensive

background in the motorcycle industry aided their research efforts in providing the safest and most expedient methods of moving motorcycles at the most affordable prices. Handling precious cargo like your scoot takes years of motorcycle experience and JC has it. It's no wonder that master bike builders rely on JC and that most of the bikes sold on eBay are shipped by JC Motors. Full dresser models and long choppers are not a problem with JC's oversize shipping pallets.

We put JC Motors to the test with a new Reaper chop by Big Bear Choppers of (where else) Big Bear, California. The bike is 9-feet long overall with a 10-inch-over-stock wide glide-style front end and a meaty 250 rear tire and needed to get

shipped across country. The crew from JC showed up and began prepping the bike for its long trek north. JC's special pallets are made especially to fit big, long choppers and heavy dressers, making the job easy. They rolled the bike into the truck, strapped the scoot down nice and snug onto the pallet and even covered it with a cool bike cover that you get to keep once the bike arrives at its destination. A week later, the Reaper was unloaded and was ready for its new owners to give it a ride.

For more information call JC Motors at 800-730-3151 or visit their Web site at www.motorcycleshippers.com. Tell 'em Easyriders sent ya.

—Dave Nichols





Photos: Markus Cuff

CHROME SPECIALTIES' AND CUSTOM CHROME'S ULTIMATE OLD-SCHOOL BIKE KIT GETS ALL SPICED UP

Before pro street bikes and billet barges, monster motors with 6-speed trannies, right-side drives and massive rear tire combos ruled the street and the show scene, the approach to building a custom bike was quite simple. Often, it was as easy as picking up an old Harley in the classifieds and proceeding to toss out all the parts that made it a civilized motorcycle. You ended up with a stripped-down scooter that was all business and looked pretty lean and mean—that's all that mattered, you were stylin'. Somewhere along the way came chrome accessories and many

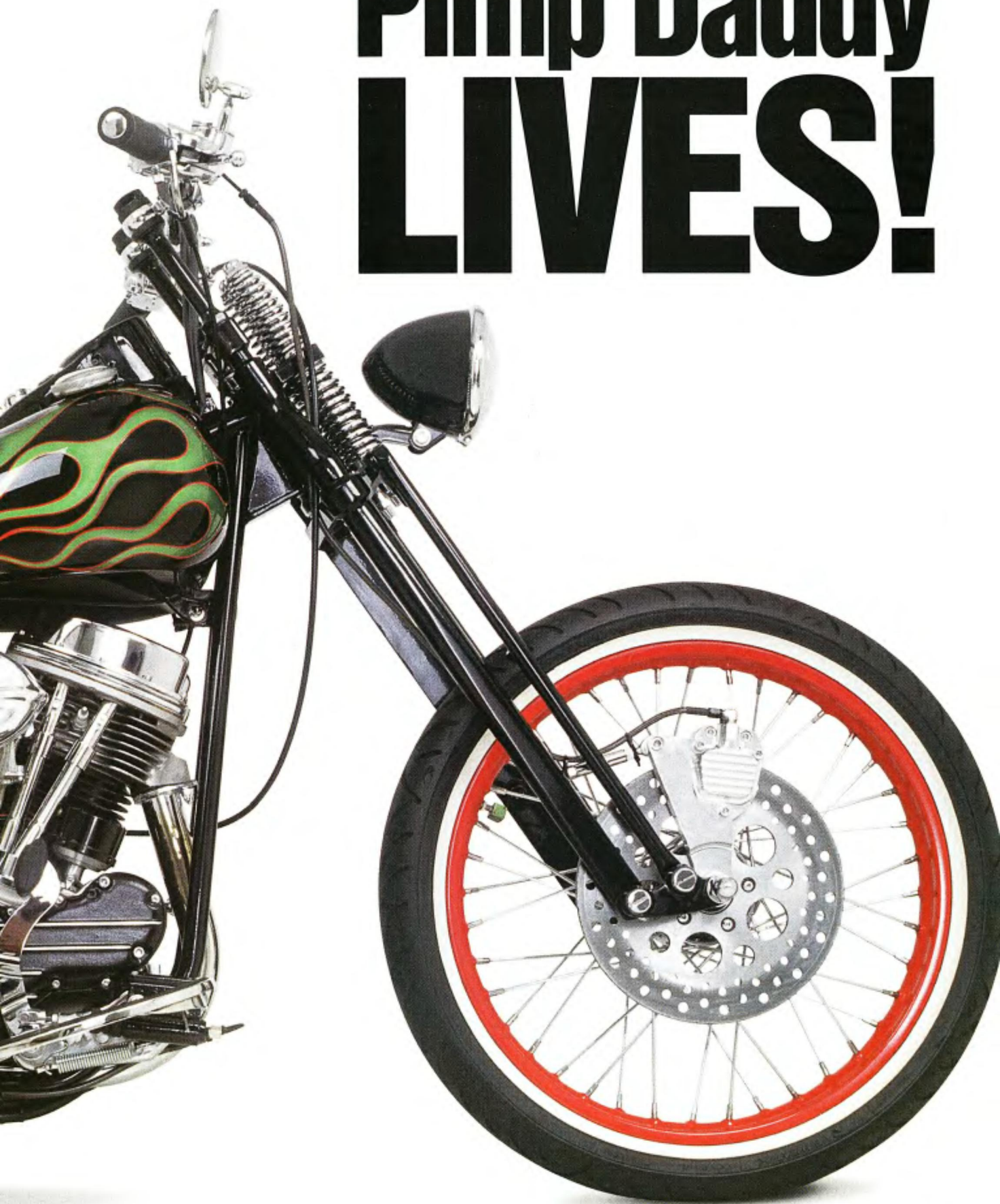
other must-have gizmos that gave the builder even more possibilities to make his ride really stand out from the crowd. You could get everything you needed right off of a catalog to build a radical chopper, as long as you provided the powertrain as a base. Come to think of it, things haven't changed that much since then, aside from the fact that catalogs are now a heck of a lot fatter, offering endless customizing options. Some of these catalogs are so large that they should come with a disclaimer calling for the use of proper lumbar support when hauling them around the shop.

We had perused the Chrome Specialties catalog—one of the afore mentioned gargantuan volumes—when we stumbled upon a modern-day bike kit that could really bring back the look and the feel of old-school custom bikes. The kit was called Pimp Daddy and, after calling up Ed "Mr. Lucky" Martin of Chrome Specialties, we set off to show our readers firsthand just how rewarding assembling your own kit bike could be by running a series of how-to articles (see *Easyriders* issues 342, 345 and 349).

The Pimp Daddy rolling chassis are designed around a Santee rigid frame



Pimp Daddy LIVES!



that's stretched 2 inches and is mated to a very handsome stock-length springer front end. Sheet metal consists of a pair of old-style fatbob gas tanks with cateye instrument cluster, a front fender, a 6-inch, flat rear fender and a chromed oil bag. Next on the supplies list is a set of 40-spoke chromed wheels with Avon whitewall tires, footboards and chromed foot controls and a set of beach bars. For Pimp Daddy, power comes in the form of an 88-inch, panhead engine with a compression ratio of 8.25:1 and a Mallory ignition that helps make the motor more "kicker friendly" and allows the use of a RevTech 4-speed trans and chain rear drive—definitely an old-school setup.

We took that old-school ball and ran with it all the way, trying to give our Pimp Daddy a traditional hot rod theme. To start things up we decided that the bike could only be painted a color we like to refer to as "Henry Ford," and would sport traditional flames and red wheels—a trademark of great hot rods. We also thought it was important to stay away from modern-looking components such as billet aluminum parts but made a few minor concessions for the sake of safety and convenience by using GMA brakes. Continuing with the hot rod style, we went on blacking out most chromed or polished parts including the front end links and rockers, risers, handlebars, trans and many other small



items and brackets. We switched the large headlight that came with Pimp Daddy for a Paughco unit and replaced the oil bag with a round tank and battery box from Wimmer Cycle—both were painted black.

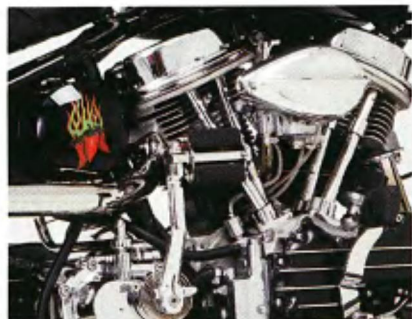
The Pandemonium 88 engine used on Pimp Daddy is an improved version of the coveted Harley-Davidson panhead and features an Evo-style left side case that allows the use of an alternator and can be mated to late-model trannies. This leaves you with the option of either using a generator or an alternator to charge the battery. We chose to get an alternator for reliability reasons, which left an empty spot where the generator usually bolts onto the front of the right side case and

cam cover. The gap would soon be filled with an oil filter adapter by Accurate Engineering. The adapter locates the oil filter aft of the front cylinder, where moving air will improve oil cooling.

In keeping with the old-time style of Pimp Daddy we contacted Paughco and found that they carried the primary pipes we were looking for. These were mated to these neat, trumpet mufflers available through Custom Chrome and Chrome Specialties. Once the bike was wired, mocked up in bare metal form and road tested it was time to tear it down for paint. Chopper aficionado Steve Kershuk was called in to smooth out the raw gas tanks before Bruce Schultz laid

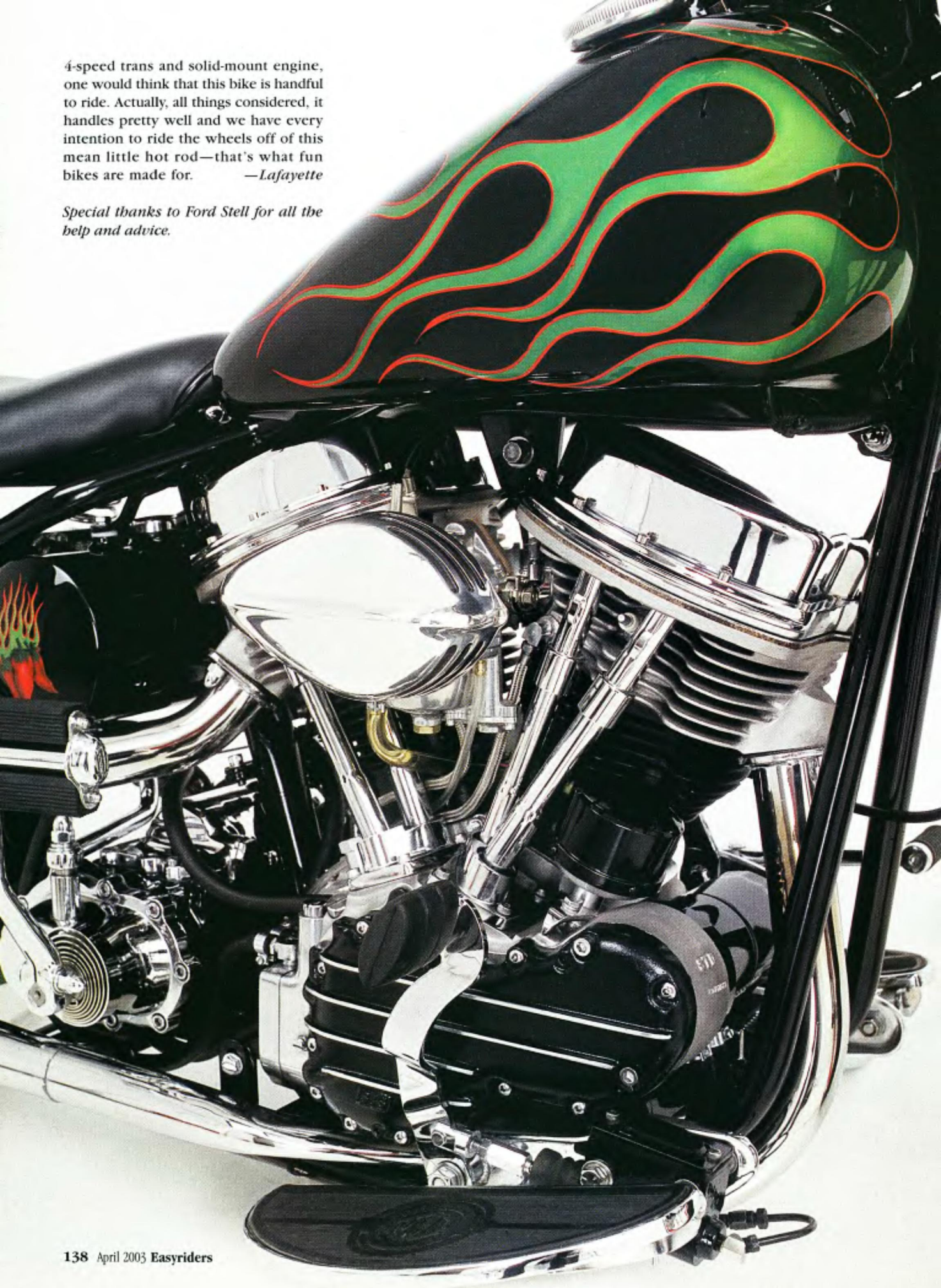
down rich coats of deep black paint while the frame was sent to Mark Thompson of Black Bike for powder coating. Next, we let painter Kelly Cox loose, armed with rolls of masking tape, a loaded airbrush and a real hot rod attitude to create a simple but striking flame pattern. Painted with a custom-mixed pearl and candy green combination, the flames were pinstriped to match the red powder coated wheel rims and a final touch was applied by Kelly Cox to the hot rod-style oil tank in the form of airbrushed chili peppers.

After final assembly Pimp Daddy fired right up and rode without a hiccup to our photo studio. With its open primary,



4-speed trans and solid-mount engine, one would think that this bike is handful to ride. Actually, all things considered, it handles pretty well and we have every intention to ride the wheels off of this mean little hot rod—that's what fun bikes are made for. —Lafayette

Special thanks to Ford Stell for all the help and advice.



We'd like to thank the following people and companies for making the Easyriders Pimp Daddy project possible —

Ed "Mr. Lucky" Martin of Custom Chrome and Chrome Specialties

Keith Ruxton of Custom Chrome and Chrome Specialties for technical support and advice on the Pandemonium 88 panhead engine.

Custom Chrome and Chrome Specialties
800-729-3332, www.customchrome.com

Lee Wimmer of Wimmer Machine
215-721-4110, www.wimmermachine.com

Mark Thompson of Black Bike
818-341-2550

Jon Pedicord of Accurate Engineering
334-702-1993, www.accurate-engineering.com

Chica Custom Cycles
714-842-9587, www.chicacustom.com

Paughco
800-423-2621, www.paughco.com

Dick Stones (welding),
Steve Kershuk (metal prepping),
Bruce Schultz (paint),
Kelly Cox (airbrush art) 818-882-3180



General

Fabrication: Lafayette
Make: Custom Chrome/
Chrome Specialties
Model: Pimp Daddy
Assembly: Lafayette
Time: it flies when you're
having fun

Engine

Year: 2001
Model: Pandemonium 88
Builder: Custom Chrome/
Chrome Specialties
Ignition: Mallory Uni-Lite
electronic
Displacement: 88 cubic inches
Compression Ratio: 8.25:1
Cylinders: RevTech 3 5/8-inch
bore
Flywheels: RevTech 4 1/4-inch
stroke
Balancing: Keith Ruxton
Heads: dual-plug STD
Cams: Andrews AB
Carb: S&S Super E
Air cleaner: Chica Custom
Cycles

Pipes: Paughco
Mufflers: Custom Chrome/
Chrome Specialties
Primary: BDL belt drive
Clutch: BDL
Transmission
Type: RevTech kicker 4-speed

Modifications: painted black
Shifting: standard foot shift
Painting
Powdercoating: Black Bike
Body work and prep: Steve
Kershuk
Painter: Bruce Schultz
Color: black base w/lime
green pearl and candy flames
Special paint: flames and
airbrush art by Kelly Cox

Frame

Year: 2001 Pimp Daddy
Builder: Santee
Type: rigid
Stretch: 2 inches

Accessories

Bars: drag bars
Risers: Custom Chrome/
Chrome Specialties,
powdercoated black
Handlebar controls: Custom
Chrome/Chrome Specialties
Fenders: Pimp Daddy
Headlight: Paughco
Taillight: Custom Chrome/
Chrome Specialties
Speedo: Pimp Daddy
Footboards: Pimp Daddy
Electrics: Lafayette
Gas tanks: Pimp Daddy
Oil tank: Wimmer Machine
Oil filter adaptor: Accurate
Engineering

Seat: Custom Chrome/
Chrome Specialties
Mirrors: hot rod swap
meet find
Grips: Custom Chrome/
Chrome Specialties
Forks
Type: springer
Builder: Custom Chrome/
Chrome Specialties
Special Features:
powdercoated black

Wheels

Type: 40-spoke
Modifications: red powder
coated rims and truing by
Black Bike

Wheels

Front
Diameter: 21 inches
Type: Pimp Daddy
40-spoke
Tire: 90/90H x 21 Avon
Venom-X whitewall
Brake: GMA for springer

Rear

Diameter: 16 inches
Type: Pimp Daddy
40-spoke
Tire: 130/90HB x 16 Avon
Venom-X whitewall
Brake: 4-piston GMA for
Softail

Photographer: Ken Ross

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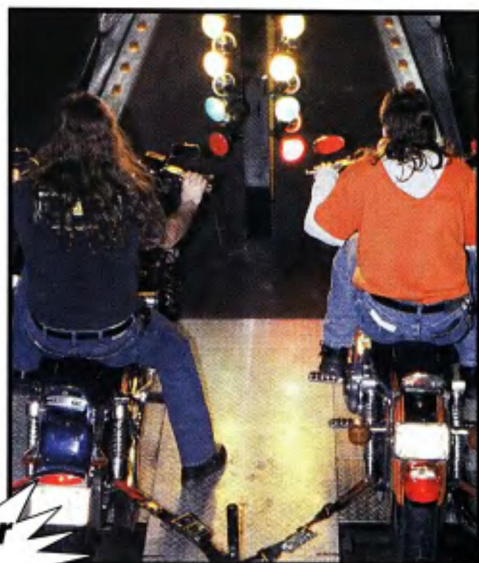
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3/15-3/16 Mancuso H-D - Crossroad Park Dr., Houston, TX
3/21-3/23 Charlotte Honda - Charlotte, NC
4/4-4/6 Open
4/11-4/13 Las Vegas H-D - Las Vegas, NV
4/18-4/22 Bob Dron H-D - Oakland, CA
4/23-4/27 Laughlin River Run - Laughlin, NV
5/2-5/3 American Eagle H-D - Corinth, TX
5/9-5/11 Bergen County H-D - Rochelle Park, NY
5/14-5/18 Spring Rally - Myrtle Beach, SC
5/23-5/25 Freedom Rally - Evanston, WY
5/30-6/1 Doc's Harley-Davidson - Kirkwood, MO
6/5-6/7 Milwaukee Rally - Milwaukee, WI
6/11-6/15 Bike Week - Laconia, NH
6/20-6/22 Gutierrez H-D - Danville, IL
6/27-6/28 Dave Stock H-D - Manitowoc, WI
7/4-7/6 Knoxville H-D & Buell - Knoxville, TN
7/11-7/12 Roeder H-D - Monroeville, OH

7/18-7/20 Overtuff Powersports - Springfield, IL
7/24-7/26 Honda Homecoming - Marysville, OH
8/1-8/3 Gerencer H-D - Elkhart, IN
8/6-8/10 Full Throttle Saloon - Sturgis, SD
8/15-8/17 Las Vegas H-D - Las Vegas, NV
8/22-8/31 Harley's 100th Anniversary - Hall's H-D New Berlin, WI
9/5-9/7 Loess Hills Rally - Council Bluffs, IA
9/11-9/14 Delmarva Bike Week - Ocean City, MD
9/19-9/20 Zepka H-D - Johnstown, PA
9/26-9/27 Sauk Prairie H-D - Sauk City, WI
10/3-10/5 San Jose H-D - San Jose, CA
10/11 Jim's H-D - St. Petersburg, FL
10/15-10/19 Biketoberfest - Daytona Beach, FL
10/24-10/26 Open
10/31-11/2 Open
11/8 Stone Mountain H-D - Lilburn, GA
11/14-11/16 Open
11/21-11/23 Open
11/29-12/1 Open
12/5-12/6 H-D/Pompano Bch - Pompano Beach, FL
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ReadersRides

Lee Modrock Las Vegas, Nevada 1992 Fat Boy Custom

According to an old adage, when life deals you lemons, you're supposed to make lemonade out of them, right? Of course, you've got to have plenty of sugar to make the lemonade palatable, and you know how sugar can go straight to your hips...it's those damn carbs again. But I digress.

Luckily, Lee (the fellow on the right) has a different type of carb in mind when he deals with the lemons life has presented him. An ex-trucker turned ad man turned salesman turned...well, currently on the

unemployment line, Lee nonetheless has reasons to smile. No, not because of the sexy woman sitting on his hawg—that's actually his brother Bill's wife. Bill's the fellow on the left.

The cause for Lee's smile (he's just hiding it well on the photo) is that he still has a bike to ride, and isn't that all that matters sometimes? Sure it is, especially when it's a '91 Fat Boy Custom like the one Lee bought off a firefighter a few years back. It's got Branch heads and a cam of undetermined origin in the motor, plus Vance & Hines pipes, an S&S carb (the non-fattening kind), drag bars, and square twisted spokes.

Bill's bike, though similarly attired, is a

year younger and sports a set of Python pipes and a Mikuni carb (also low-fat), among other things. Now, as to why Bill's wife, Antoinette, is sitting on Lee's bike, we don't know. We can only assume that she was trying to console Lee who's going through those hard times. Besides, Lee doesn't look like he'd mind.

But the moral of the story is that when you have a Harley and a supportive brother and sister-in-law, well, then you've got something. Mainly a Harley.

Besides, when you're down and out in Las Vegas, there's only one way to go, and that's over to the Las Vegas Bike Fest. They got plenty of very sweet tasting lemonade there.

—Tripper

Photos: owner



ReadersRides

Scott "Pitbull" Casagrande Medford, New York 1997 Sportster

Pitbull made a big mistake one day. "I went down for a golf trip to Myrtle Beach and ended up in the middle of Bike Week," he says. "What a rush!"

While he doesn't elaborate on how his game was, or if he even had a chance to tee off, he does relate to us the fact that, "I came home, bought this bike used, and started my project." Talk about getting bitten by the bug!

Since nothing is free in the world, 'cept maybe death and the privilege of paying taxes, Pitbull soon found out how much dough even a Sportster can swallow before she's all dressed up and ready

to go. "After about nine grand, I finally finished the bike," he says. "It's my new baby and has won the last four bike shows that I have entered it in—XL class, of course."

Let's take a look at what Pitbull got for his nine grand. Aha! What apparently started as a '97 stock Sporty was soon draped in new colors, courtesy of Cycledelics in Bayshore, New York. To that, he added an 80-spoke chrome front rim, drag bars with all the necessary chrome controls, Paul Yaffe mirrors, and a custom Mustang seat.

I'd guess that was about half the budget. For the other half, he got neon lights, Gladiator fork caps, an S&S carb (jetted), drag pipes, and "all the chrome you can imagine." The motor wasn't left

untouched, either: A Screamin' Eagle ignition, heads, and cams were just what the Pitbull ordered. And "besides looking good, it also runs a best time of 12.2," Pitbull informs us. "Not bad for an amateur driver."

So what does this little story tell us? That pit bulls make better Sportster riders? That playing golf in Myrtle Beach during Bike Week is like smoking pot and can only lead to addiction? That there's no limit as to how much money you can spend on your bike?

The possibilities are endless, and while we can only assume to which philosophy Pitbull adheres, it is definitely good to know that mistakes sometimes turn into good ideas.

—Tripper



Mark "Stack" Calhoun
Forest Lake, Minnesota
2001 Special Construction

As Jerry Eide tells it, "Stack just came in one day and said he wanted to rebuild this bike he's had," and in the process he ended up making it into a showcase for his (Stack's) craftsmanship. Stack, known to his parents as Mark, is a metal fabricator by trade, working out of his house, and a lot of his work comes from Jerry, who co-owns Hugo Custom Hawgs. No, Jerry's partner's name isn't Hugo, it's Joe Daggi. It's also got nothing to do with hurricanes or miserable French writers; it's simply the name of the town the shop's in, a little town just outside of Minneapolis.

Although it goes without saying, I'll briefly mention here that Stack did all his own sheet-metal work and added such tidbits as the stretched oil and gas tanks, as well as the hidden gas tank mounts and the strutless rear fender. Jerry and Joe, meanwhile, took care of the rest of the custom job.

That is to say, they planted the 100-inch RevTech motor and 6-speed RevTech tranny into the softail-style frame and attached the 38mm dual-throat Edelbrock carb to the engine. "Basically, we sat down with Stack and designed the bike together, and once we figured out what he wanted, it took us about six months to put together." Of course, in Minnesota that just means "we worked through the winter."

Some other delicacies posted on this ride are the Ness headlight, the PM wheels (with 180 rear tire), the Johnny Reed triple trees, the Carlini handlebars, the Samson exhaust system, and the All Performance Special forward controls.

A fellow named Keith Nybo fabricated the seat, and Brian Hennen at his Custom Refinishing shop took care of the very complicated paintjob.

"Hey, we got a whole bunch of bikes in here that we'd like you to see," Jerry kept repeating during the interview. I finally relented and asked him to send us some pics. I mean, who knows, maybe some day, when we'll hear the name Hugo mentioned, we won't be automatically thinking of strong ocean breezes or dead French writers. Like we do now. —Tripper



PHOTOS: OWNER

ReadersRides

Richard Schmanský **East Yaphank, New York** **1997 Softail Custom**

Richard begins his woeful tale by pointing out that if we were to check our records we would recognize him as a subscriber of many, many years. I immediately delegated the job of looking up said records to our secretary, and lo and behold, it turns out that Richard still owes us for the last six years of reading this rag.

Nonetheless, here is Richard's Softail, a more than subtle commentary regarding our liberal policy towards our debtors. Tricky Dick, as Richard seems to be known (or should be) by those he supposedly loves, apparently told his trusting wife that if he got everything chromed on the bike, he wouldn't need

any more stuff to customize it. "I didn't mean to lie to her," he offers as lame excuse, "but who would have known what happened next?"

Giving us no further reasons as to why he proceeded to deceive his lovely mate, Richard says he "started with simple things like the rear taillight, the exhaust, and the saddlebags. Once I started with the engine, though, I had to get more and more from it."

So, he had some engine work done, which included an Andrews ES-57. He tried eight different exhaust systems, changed the heads, pistons, and carb. Richard told us, "After getting about 80 to 90 horses from the stock engine and still wanting more, I bought a brand new, 113-inch TP Engineering motor on eBay." The new motor, as he points

out, "went great with my newly purchased JIMS/Baker 6-speed tranny."

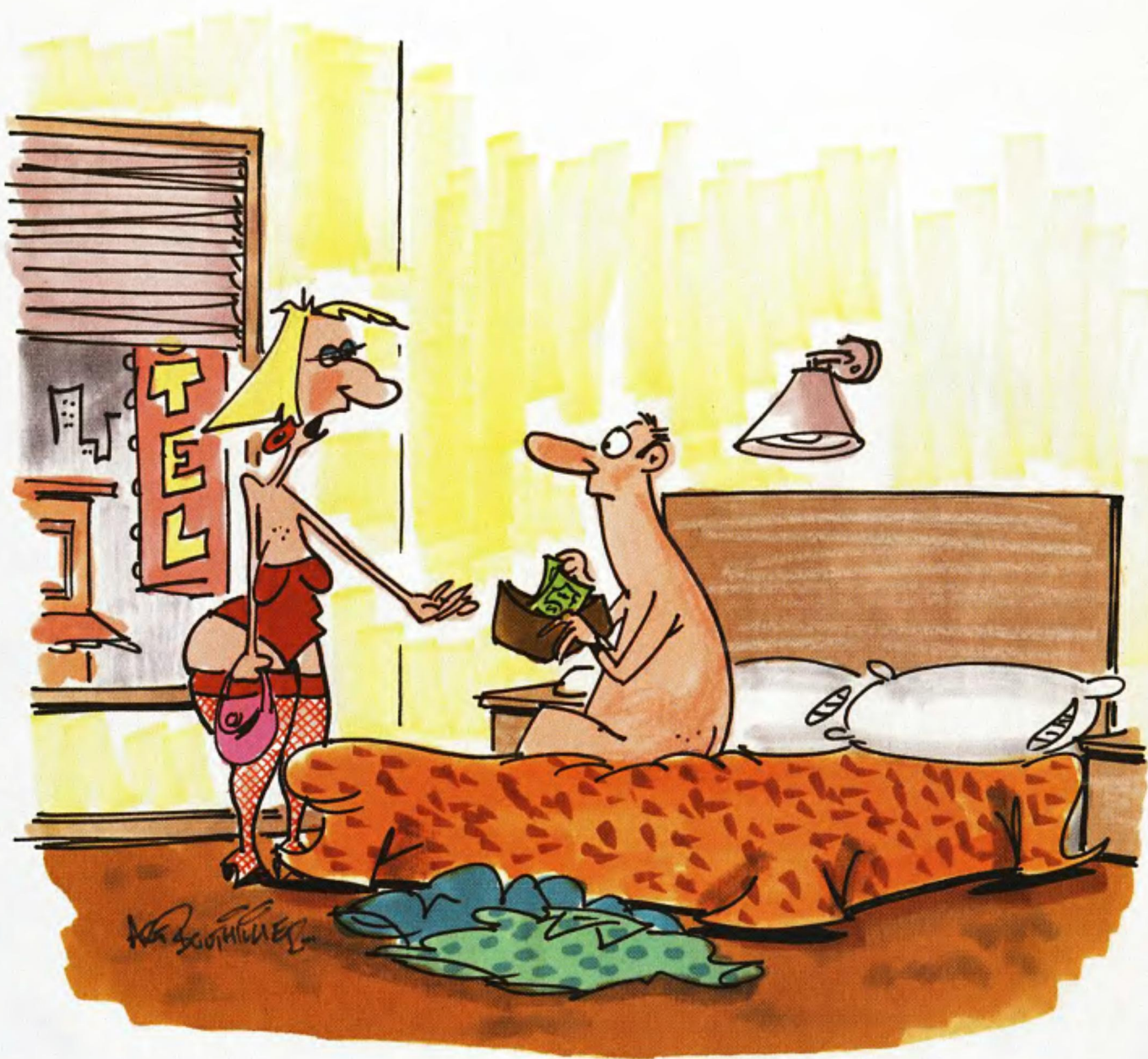
Of course, this was only the beginning: a BDL 3-inch open belt system followed, as well as an 150 rear tire, an AutoMeter tach on the Carlini Drag Bars, a 6-piston chrome caliper from PM on the front wheel, and some Contours forward controls, plus much, much more.

Now Richard's apparently totally broke and in hiding, trying to evade not only his wife, but also our friendly collections man, "Sluggo."

But wait, Richard. Good news! Our secretary just discovered that there's another guy with your name reading this rag. Seems you're all paid up. And your wife's moved in with some financially responsible accountant. It's safe to go home again. —Tripper

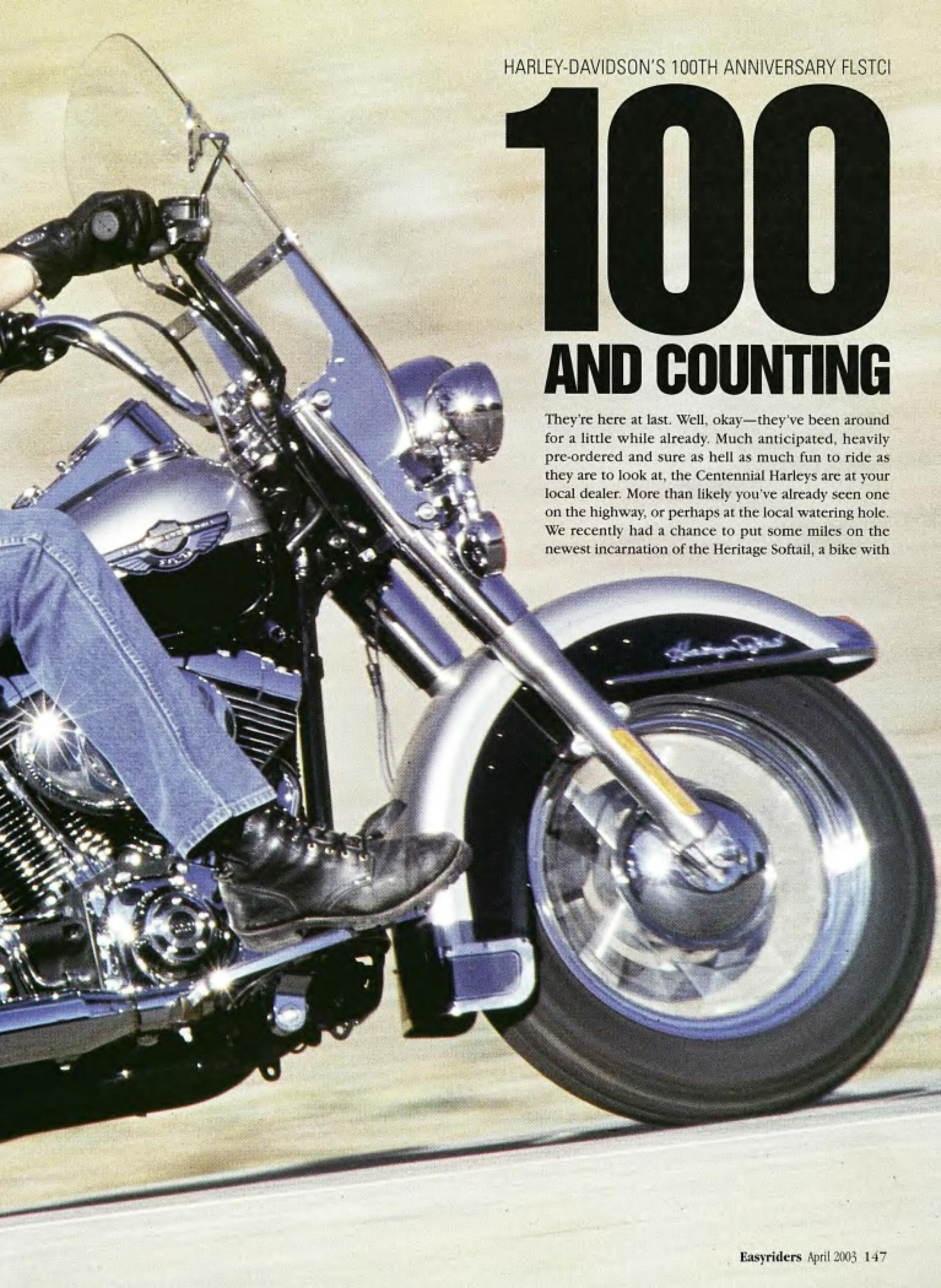


Photos: owner



"That's right, \$5. I'm the Wal-Mart of blowjobs..."





HARLEY-DAVIDSON'S 100TH ANNIVERSARY FLSTCI

100 AND COUNTING

They're here at last. Well, okay—they've been around for a little while already. Much anticipated, heavily pre-ordered and sure as hell as much fun to ride as they are to look at, the Centennial Harleys are at your local dealer. More than likely you've already seen one on the highway, or perhaps at the local watering hole. We recently had a chance to put some miles on the newest incarnation of the Heritage Softail, a bike with



a perfect blend of vintage looks and modern amenities.

Rumors had been rampant about what Harley had up their collective Factory sleeve for the centennial celebration and they didn't exactly tear the lid off the motorcycle industry with anything as mind-blowing as a V-Rod in dresser trim. Instead, what they did was deliver their classic lineup, all dolled-up for the big birthday bash. And what better way to celebrate than getting' yer "kids" all dressed up for the party?

Our first chance to ride a test bike came when, sadly, Clean Dean's Heritage got ripped from the front of our hotel in Fontana, California. Luckily, we were able to grab a carbon copy of that bike, in it's '03 trim, for him to ride for a bit until the insurance settled. This actually gave us a pretty good way to compare two incarnations of virtually the same bike.

Essentially there are no massive changes, perhaps due to the heavy amount of prep involved with planning the birthday party and Open Road Tour. Or maybe it's because the bikes have been refined to a point where we may see the factory cruise along with the Twin Cam lineup for a while during a period when even grander projects capable of carrying H-D further into the future are designed.

The new Heritage is like throwing a leg over an old friend, as Clean Dean found out, except of course that old

friend's got the now-standard counterbalanced mill, which has proven quite worthy after a few design improvements. And with 88 foot-pounds of torque available in stock trim, these bikes ride like a hopped-up 80-inch Evo would—without the hop-up. The electronic sequential port fuel injection works great, and yes, you can still get a CV carb, if that's to your liking. The injection has proven very reliable over the years and the ability to virtually ignore altitude, along with easy starts and 48-mpg fuel economy on the highway, make for a nice package. Although if you're into hopping up your bike yourself you still may prefer a carb, which is still a little easier for us normal humans to dial in once the cam and pipes start getting bolted on.

An important little addition on the '03 models is the centennial logo cast into the engine case. These, of course, are only being produced for the anniversary models and then the mold will be broken, as they say. So these babies will be easy to spot in the future, and will remain easily distinguishable forever. The special 100th Anniversary logo can also be found on the seat strap, derby cover, air cleaner, timing cover, on the cloisonné tank emblem and on a special model nameplate placed in a different spot on each model. Our bet is more than a few of these babies will end up "on ice" shortly after being delivered.

There's still the familiar 5-speed gear-

box sittin' behind the beloved V-twin that's spun by a tried-and-true chain primary. At times on the open road you may find yourself lifting up on the shifter to see if there's another gear. Will we see a factory 6-speed? Hopefully... if the government would only ease off the manufacturers for a while and let them actually spend some time and effort on things other than fighting to meet new vehicle codes. These bikes are sure quiet and run lean and clean enough to keep the suits and environmentalists happy, one would think.

Of course, Harley's hexavalent chrome gleams like diamonds in the sun and the silver and black centennial paint on this particular model helps strike a nostalgic chord visually, as do the vintage-looking, roomy leather saddlebags and classic seat. The fat, tin-wrapped, wide-glide fork with spotlights also hearkens back to the past, and we've always liked the ease with which the windshield can be removed.

Aside from the visual aesthetics, these bikes feel and handle as good as anything we've come to expect from the Motor Company. And that means a rock-solid, smooth-shifting, mean motor scooter that will live on in the hearts (and garages) of bikers everywhere for at least another 100 years. Just think of what a party that'll be. For more info on the Anniversary models and detail pics, check out Harley's Web site.

—Boxcar







General

Fabrication: Harley-Davidson
 Year/make: ..2003 Harley-Davidson
 Model: FLSTCI
 Assembly: Harley-Davidson

Engine

Year: 2003
 Builder: Harley-Davidson
 Ignition: Harley-Davidson
 Displacement: 88 cubic inches
 (1450cc)
 Cam: Harley-Davidson
 Intake: sequential port
 fuel injection
 Exhaust: staggered duals

Frame

Year: 2003
Painting
 Painter: Harley-Davidson
 Color: sterling silver and vivid black
 Special paint: 100th Anniversary
 striping

Frame

Year: Harley-Davidson
 Type: Softail
 Rake: 32 degrees
 Stretch: none
 Shocks: twin, hidden
Accessories
 Handlebars: Harley-Davidson

Risers: Harley-Davidson
 Handlebar controls: H-D
 Fenders: Harley-Davidson
 Headlight: Harley-Davidson
 Taillight: Harley-Davidson
 Speedo: Harley-Davidson
 Pegs: Harley-Davidson
 Foot controls: Harley-Davidson
 Gas tank: 5 gallons
 Oil tank: 3.5 quart
 Seat: Harley-Davidson
 100th Anniversary
 Mirrors: Harley-Davidson
 Grips: Harley-Davidson
 Oil system: dry sump

Front end

Type: hydraulic
 Builder: Harley-Davidson

Wheels

Front

Wheel: Harley-Davidson
 Size: 16-inch laced
 Tire: Dunlop
 Brake: Harley-Davidson 4-piston

Rear

Wheel: Harley-Davidson
 Size: 16-inch laced
 Tire: Dunlop
 Brake: Harley-Davidson 4-piston
Photos: Ken Ross

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Coming At Ya

The miraculous May issue of *Easyriders* (No. 359) offers a potpourri of purdy, pleasing putts from master builders Billy Lane of Choppers Inc, Eurocomponents, New York's Gasoline Alley, and we'll road test the sexy new Victory Vegas.

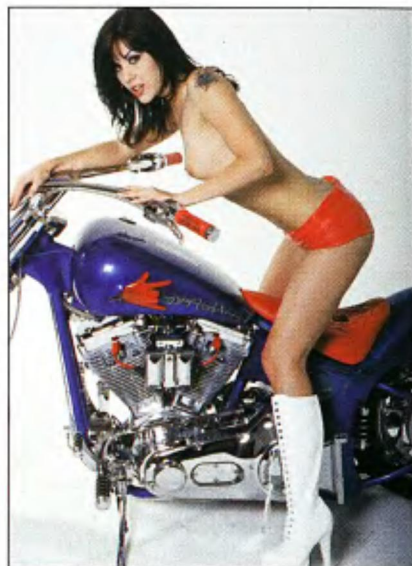
We'll travel coast to coast to bring you the best bike events including our Easyriders Bike Show in Charlotte, North Carolina.

This issue also features a Survival Guide to Myrtle Beach Bike Week and a Tech Guide to High-Performance Parts.

But wait, there's more! The May issue features our annual quest to find America's Hottest Exotic Dancer. It's a tough damned job but someone has to do it!

Our 32-page outsert this month is the "Spring/Summer Roadware" collection of riding duds for babes and studs.

On sale April 8



The April issue of *Biker* is gonna twist yer gord with some sanitary shit like Tank's 80-inch "Bed Pan" featured with hardbelly Cassie, as well as our awesome event coverage, don't miss the on-newsstand Travelin' Trails Special. On sale March 18.

The awesome April issue of *V-Twin* (No. 24) brings you 10 tempting bike features including Orange County Chopper's wild new Discovery Channel bike and all the newest products and accessories for your ride. Meet master chopper builder Mondo of Denver's Choppers, get a look behind the scenes at Daytec Frames as well as JIMS Machine and check out our Guide to Aftermarket Exhaust. We'll bring you all the custom creations of the Sacramento Bike Show, get TWO wild Road Tales for the price of one and learn everything you need to know about tire and wheel alignment.

Visit the Northwest's Oyster Run, get a Survival Guide to the Laconia Run and more! *V-Twin* now features more news and tech info than ever. It's all in the new *V-Twin* magazine. On sale March 18



June's *In The Wind* (113), is fat with photos by our readers. Are they Cycle Sluts or Brain Surgeons, you decide. Biker tattoos and unabashed babes in Barely Bathing Suits fill it up. Plus, see *Easyriders'* Rodco (newsstand only). On sale March 4.

EASYRIDERS® AND V-TWIN® MAGAZINES

BUYER'S GUIDE 2003

**180
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1000172 Large ... \$13.99	1000175XXX-Lg. ... \$15.99



Clocks and Thermometers by Formation

Tired of seeing motorcycle clocks and thermometers that look like refugees from a refrigerator door? Satisfy the basic desire to know time and temperature with these good looking, quality instruments. 1.55" diameter chrome housings with matte black bezels. Available with black face, or LumiGlow face. Water proof and freeze resistant. Clocks feature accurate quartz movement, use long lasting button cell battery (included). Thermometers read in both F and C. Flexible mounting options, chrome mounting tab and adhesive strip included. Handlebar mounting brackets available separately.

Scooter Thermometer

310601	Black Face	\$49.99
310602	LumiGlow Face	\$54.99

Scooter Clock

310603	Black Face	\$49.99
310604	LumiGlow Face	\$54.99

Accessories

310605	Handlebar mount for 7/8" diameter bars	\$9.99
310606	Handlebar mount for 1" diameter bars	\$9.99
310607	Handlebar mount for 1 1/4" diameter bars	\$9.99

SIZE DOES MATTER!



NEW Vance & Hines POWER CHAMBER BIG SHOTS "Big Shots" for 1984-2003 Big Twins

Big Shots feature 1 1/2" headpipes and 2 1/2" bodies, with heat shield installed, are big on power and big on sound that is all their own. Available in a shorty style and long staggered versions for Softail® owners. Includes full-coverage heat shield that is essentially "Blue-Proof". Meticulously finished billet end caps. Removable baffles and all mounting hardware included. Made in the USA.

Note: Will not fit models with kick starts.

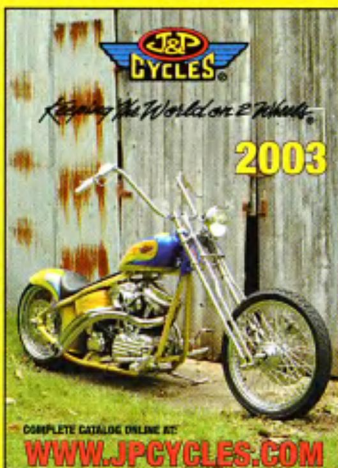
V17907	Staggered style for 1984-2003 Softail® and FXSTD models, has the "Power Chamber" cross-over design that increases horse power	\$499.99
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SMOOTH - SLEEK - STYLING

Chrome Billet Aluminum Thin-Line Low Profile Mirrors

Low profile design places mirrors just over the grips for the ultimate low look. Looks most striking on drag bars, T-bars or other flat bars. Sold in pairs.

Note: 1996-2003 models use 27-443 adapter.

7600105	Low profile mirrors	\$90.99
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NEW! J&P Cycles® Multi-Tool

The front is laser engraved with the J&P Cycles® logo and website address. The Multi-Tool includes a knife, leather punch, file, screwdriver, pliers and more. The J&P Multi-Tool comes in a black tough corduroy carrying case complete with belt loop.

9100000	J&P Multi-Tool	\$34.99
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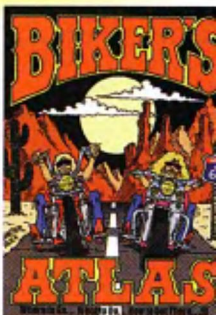
PLAN YOUR ROAD TRIP

NEW!

Biker's Atlas Second Edition

Over 200 pages packed with information on hundreds of events, rides, rallies and more for 2003. You also get a comprehensive listing of over 2,400 American motorcycle shops; 100 full color maps; the latest helmet law status state-by-state; free US rally locator wall poster; a free 10-minute emergency phone card and more!

1650000	Biker's Atlas	\$19.99
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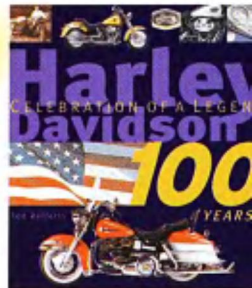


100 YEARS

Harley Davidson® 100 Years: Celebration of A Legend

This celebration of Harley-Davidson's® first century of motorcycles includes a history of the company, profiles of the most significant motorcycles, and "lifestyle" look at Harley-Davidson's® appeal and role in popular culture. Hardcover, 10 1/2" x 11 1/2".

1600005	Harley-Davidson® 100 Years: Celebration of A Legend	\$29.99
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BUYER'S GUIDE 2003

Gentlepersons, initiate your vehicular propulsion *apparati*. The contest of celerity is about to commence.

See, there's lots of ways of saying the same thing. You know, like the janitor who is now called a maintenance engineer. But at the end, it really comes down to one thing, and one thing only: getting your point across. And that's exactly what we're doing here in this little Buyer's Guide. We want to get the point across to you, the reader, that with all the myriad of parts and accessories available to choose from for the modern motorcycle enthusiast, the bottom line, the essence, if you will, is this: make your ride look just the way you want it, dress it up or down, primp it or prune it any way you see fit, make it unmistakably your own... and have a blast doing it. Because that's what this sport is all about.

Check out our selection, read the manufacturer's or distributor's corresponding phone number, dial them up, and *voilà*! If your credit card number's valid, you should have the desired part at your doorstep in no time at all.

So, folks, let's not mince words here: start your engines, 'cause the race is on.

—Kai R.

Brakes



FULL-FLOATING ROTORS BY BRAKING

Braking tells us that their full-floating brake rotors are designed to provide the maximum in braking efficiency. Superior construction and design ensure the rigid carrier remains bolted in place while the rotor floats via spring-loaded rivets to maintain constant contact with the brake pads during heat expansion under normal and extreme riding conditions. The polished stainless steel friction surface is mounted to a polished alloy carrier.

Braking full-floating rotors are available through Chrome Specialties. Call 800-597-6463 and ask for a dealer sales representative, or log on to www.chromespecialties.com for more information.

Brakes



BREMBO TACKLES THE V-ROD

Brembo, one of the leading brands in the development and manufacturing of brake systems, offers a variety of brake upgrades to fit 2002 and later V-Rods.

Being the most powerful bike in the Harley-Davidson lineup, it only makes sense that the V-Rod should be equipped with brakes equally as powerful. The brake system includes Brembo 4-piston differential-bore calipers that are available in several finishes for use with the stock 11.5-inch discs or Brembo's cross-drilled, stainless steel Motorsports discs mounted "floating" style to a chromed billet aluminum carrier.

Brembo brake products are imported by QTM Inc. Call QTM Inc. for more information at 714-734-9726; e-mail qtm@home.com.

Brakes



BREMBO TACKLES HARLEY-DAVIDSON

Brembo also offers a variety of brake upgrades to fit 2002 and later Harley-Davidson big twin models.

The brake system pictured above includes Brembo 4-piston differential-bore calipers that are available in several finishes for use with the stock 11.5-inch discs or Brembo's cross-drilled, stainless steel Motorsports discs mounted "floating" style to a chromed billet aluminum carrier.

Brembo brake products are imported by QTM Inc. Call QTM Inc. for more information at 714-734-9726; e-mail qtm@home.com.

Brakes



BREMBO TACKLES OLDER HARLEYS

Brembo Brakes proudly offers complete braking systems for FL models of Harley-Davidson motorcycles.

The brake system seen here includes Brembo 4-piston differential-bore calipers that are available in several finishes for use with the stock 11.5-inch discs or Brembo's cross-drilled, stainless steel Motorsports discs mounted "floating" style to a chromed billet aluminum carrier.

Brembo brake products are imported by QTM Inc. Call QTM Inc. for more information at 714-734-9726; e-mail qtm@home.com.

Brakes



BREMBO TACKLES ROAD KINGS

Brembo, one of the leading brands in the development and manufacturing of brake systems, offers a variety of brake upgrades to fit 2002 and later Road King models.

This brake system includes Brembo 4-piston differential-bore calipers that are available in several finishes for use with the stock 11.5-inch discs or Brembo's cross-drilled, stainless steel Motorsports discs mounted "floating" style to a chromed billet aluminum carrier.

Brembo brake products are imported by QTM Inc. Call QTM Inc. for more information at 714-734-9726; e-mail qtm@home.com.

Brakes



CARRIAGE WORKS ROTORS

Carriage Works makes many brake rotor designs that match the manufacturer's point, derby covers, and pulleys. Carriage Works' brake rotors are manufactured from 400-series stainless steel and are heat treated and precision ground to ensure they are true. We're told the 400-series stainless material features heat dissipation properties for superior performance in either wet or dry conditions. Furthermore, the stainless steel discs are compatible with all brake pad materials.

Carriage Works products are distributed by Chrome Specialties. Call 800-597-6463 and ask for a dealer sales representative, or log on to www.chromespecialties.com for more information.

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Brakes



A SPROCKET/ROTOR COMBINATION FOR SOFTAILS AND RIGIDS

Eurocomponents now has a sprocket rotor kit to fit all Softail and rigid frame applications. The kit includes a 48-tooth sprocket that also works as a brake rotor, a 2-piston brake caliper with brake pads, a caliper bracket and all the necessary hardware to complete the work. This setup allows the rear brake to be mounted on the left side of the wheel, to leave the right side completely clean—a must for choppers.

Caliper and bracket are polished and machined out of billet aluminum.

Contact Eurocomponents Inc. at 386-274-5729 for more information, or log on to www.eurocomponentsusa.com.

Brakes



FD STANDS FOR FEROCIOUS DECELERATION

Custom Chrome now markets FD brakes for cruisers. It starts with these solid billet, 4-piston brake calipers. They use a design from the same Italian manufacturer that builds brakes for Kawasaki Racing in Europe. The FD calipers feature trick notions like "piggyback," axial bleeder/banjios. We're told this design provides the strongest, least flexible caliper body possible and the leak-proof convenience of a single outlet for attaching both brake line and bleed screw. The CNC-machined billet FD calipers, with sintered metallic pads, are polished to a high luster, then clear anodized, so you can have both looks and efficiency; when it's time to call a quick halt to fast fun. FD brakes fit all Harley-Davidson models from 1984 to present, with front and back applications. The 2000 and later applications even have purpose-built bodies and bolt on directly, so no adapters are needed.

According to the manufacturer, FD's hand-machined, polished stainless steel carriers are more durable than their aluminum counterparts. Maximum performance rotors are then hand-fitted to the carrier so there is no radial run-out. They are sold individually, in your choice of full floating for \$329.99 or fixed mount 11 1/2-inch discs, for \$133.99. Call 800-359-5700 to talk to your Custom Chrome dealer sales representative.

Brakes



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Brakes



REVTECH BRAKE CALIPERS

RevTech brakes are available to fit most Harley-Davidson models from dressers to full-blown rigid customs. They are made in the USA exclusively for Custom Chrome, and are now TÜV approved for use on motorcycles in Europe.

Each dual-action, 4-piston caliper is CNC-machined from billet 6061 T-6 aluminum, with four 1 1/4-inch stainless steel pistons that provide superior stopping power, according to the distributor. Calipers are fitted with the latest in high-friction brake pads and each application was designed for a perfect fit. Every kit includes everything you need for mounting, including C.C. Rider DOT 5 brake fluid.

Kits are available with show-quality, chrome-plated calipers and brackets with the distinctive RevTech logo on the caliper, or polished calipers and brackets without the caliper logo.

Note: RevTech calipers will now work with OEM floating rotors.

Call 800-359-5700 to talk to your Custom Chrome dealer sales representative.

Brakes



RST BOLT-ON CALIPERS

Distributed in the USA by Custom Chrome, these brakes have been designed to perform at their best, even in the most extreme braking conditions, according to the manufacturer. The bolt-on, 4- and 6-piston calipers mount directly to the stock fork slider tubes without the use of additional brackets on all models from 1984 through 1999, (except with custom front forks and rear applications). They are suitable for 11.5-inch to 13-inch (13-inch with adapter brackets only) discs. They come in 0.200-inch to 0.225-inch thickness and are available with clear-anodized or polished finishes.

Call 800-359-5700 to talk to your Custom Chrome dealer sales representative.

Brakes



GOOD LOOKS AND FULL-FLOATING TECHNOLOGY

GMA is now offering 6-piston caliper kits with matching rotors. The caliper is chrome plated and is smaller in design, yet still powerful, according to the manufacturer. The 6-piston caliper features differential bore with 33% more pad surface and the kit comes with a 12 5/8-inch narrow band, ductile iron, floating rotor with aluminum center. All parts fit in stock location and use stock brake lines.

Call GMA at 402-330-5105 for more information.

Brakes



RELIABLE 4-PISTON CALIPERS FROM GMA

GMA's 4-piston calipers are manufactured from 6061 T6 aluminum and reflect that sought after, smooth, sleek look. They feature a conventional single pad design that creates more pad surface, according to the manufacturer. They are available in both front and rear applications as well as the Inside/Out brake pulley combination.

Call GMA at 402-330-5105 for more information.

Brakes



RELIABLE 4-PISTON CALIPERS FROM GMA

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Call GMA at 402-330-5105 for more information.

Brakes



GMA'S BOLT-ON BRAKE AND PULLEY COMBO

This innovative design by GMA combines looks with function. The brake caliper and the rotor are mounted inside the rear sprocket. The kit is designed to bolt right on—no welding is necessary to mount the self-contained unit.

The kit features a 70-tooth belt pulley, a ductile iron, floating rotor and a billet caliper.

Call GMA at 402-330-5105 for more information.

Brakes



LYNDALL ROTORS

Rivera Engineering proudly distributes Lyndall's stainless steel brake rotors. Made of 420 stainless steel, these rotors are heat treated and feature a highly polished finish. They are mounted on a chromed steel carrier and use special buttons that make for a quiet operation.

Call Rivera Engineering at 562-907-2600 for more information.

Brakes



LYNDALL BRAKE PADS

Sold exclusively by Rivera Engineering, the LRB "Onyx" brake pads are priced with the "economy" pads of their competitors, yet perform like premium pads, we're told. The manufacturer says that the LRB proprietary carbon-metallic friction material assures long life and efficient stopping power. In-house quality control ensures that every pad is up to spec both physically and chemically. The LRB brake pads are ideal for installation with rotors that are not new, as well as every day street applications.

Call Rivera Engineering at 562-907-2600 for more information.

Brakes



HHI FRONT CALIPER KITS PUT THE SQUEEZE ON YOUR BRAKES

MID-USA now carries 4-piston front brake caliper kits from manufacturer HHI. HHI 4-piston caliper kits are available for big twin, Sportster, and for some custom big twins and Softail applications. These calipers are compatible with all original equipment master cylinders. The caliper and mount are CNC-machined from billet aluminum to eliminate flex, and they feature stainless steel pistons for maximum strength and long life. All kits mount solid, eliminating annoying rattles. They also include an anti-rattle spring to keep brake pads quiet.

Each kit includes a brake banjo bolt with sealing washers and button head mounting bolts with alignment shims. They include Kevlar brake pads that are compatible with most brake disc material. When it comes time for service, simply remove the one bolt for brake pad replacement. You'll also find dual bleeder screws for easy fluid installation.

Call MID-USA at 800-527-0501 and talk to your dealer sales representative for more information.

Brakes



HHI REAR CALIPER KITS FOR HARLEY SPORTSTERS AND BIG TWINS

MID-USA also carries 4-piston rear brake caliper kits from manufacturer HHI. HHI 4-piston caliper kits are available for big twin, Sportster, and for some custom big twins and Softail applications. These calipers are compatible with all original equipment master cylinders. The caliper and mount are CNC-machined from billet aluminum to eliminate flex, and they feature stainless steel pistons for maximum strength and long life. All kits mount solid, eliminating annoying rattles.

Kits include a brake banjo bolt with sealing washers and button head mounting bolts with alignment shims. They include Kevlar brake pads that are compatible with most brake disc material. When it comes time for service, simply remove the one bolt for brake pad replacement.

Call MID-USA at 800-527-0501 and talk to your dealer sales representative for more information.

Brakes



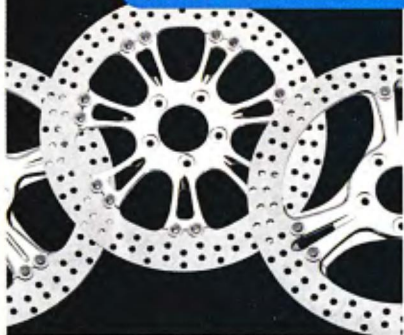
HHI FRONT AND REAR CALIPER KITS FROM MID-USA

MID-USA carries 4-piston rear brake caliper kits from manufacturer HHI. HHI 4-piston caliper kits are available for big twin, Sportster, and for some custom big twins and Softail applications. These calipers are compatible with all original equipment master cylinders. The caliper and mount are CNC-machined from billet aluminum to eliminate flex, and they feature stainless steel pistons for maximum strength and long life. All kits mount solid, eliminating annoying rattles. They also include an anti-rattle spring to keep brake pads quiet.

Each kit includes a brake banjo bolt with sealing washers and button head mounting bolts with alignment shims. They include Kevlar brake pads that are compatible with most brake disc material. When it comes time for service, simply remove the one bolt for brake pad replacement. You'll also find dual bleeder screws for easy fluid installation.

Call MID-USA at 800-527-0501 and talk to your dealer sales representative for more information.

Brakes



PM IMAGE SERIES DISCS

You wouldn't want to hide your new PM wheel behind a stock disc, would you? The folks at Performance Machine didn't think you would. To avoid this potential tragedy, they have created the Image Series disc. These discs are the exact image of the wheel design behind them and blend perfectly. The machined aluminum carriers are mated to a high-grade stainless steel band for optimal braking and corrosion resistance. They're available in 11.5-inch or 13-inch full floater with polished, chrome or black anodized carriers.

Call Performance Machine at 714-523-3000 for more information, or on the Web at www.performancemachine.com.

Brakes



INTEGRATED REAR CALIPERS FROM PERFORMANCE MACHINE

The Performance Machine people pride themselves in designing and manufacturing parts that go faster, stop better and look good doing it. With that in mind, they have created a new rear brake for Softails. The race-proven caliper features four differential bore pistons that are wrapped in a forged aluminum integrated caliper/bracket to create a powerful and consistent braking setup. New bleeder position also makes brake bleeding a snap, according to Performance Machine. The new integrated rear caliper sets are available for 1987 to 2001 Softails, in polished, chrome or black anodized.

Call Performance Machine at 714-523-3000 for more information, or on the Web at www.performancemachine.com.

Brakes



PRO-ONE BRAKES COMBINE STYLE AND FUNCTION

Manufactured by and available from Pro-One, these billet calipers and Generation 2 rotors combine "super" sanitary looks with the ultimate in braking performance, according to the company. Precision machined from 6061 T6 billet aluminum and featuring a chrome finish, Pro-One calipers are available in both 4- and 6-piston configurations. Each caliper is specifically designed for left front and right rear Softail applications. Front calipers bolt directly to factory or Pro-One custom lower legs while rear installations on '86-up Softails is facilitated with the use of Pro-One's chrome-plated rear caliper hanger. Complementing their line of exotic billet wheel designs, Pro-One's new Generation 2 rotors feature centers CNC machined from solid billet aluminum to match any of the company's 18 wheel styles. Centers are finished in a show-quality chrome and fit to an 11-inch polished, stainless steel rotor surface. Rotors work with stock or Pro-One calipers. The 6-piston caliper retails for \$499.95 while the 4-piston version sells for \$419.95. Rear caliper mounting brackets are available for \$139.95 and Generation 2 rotors retail for \$329.95. Contact Pro-One direct at 800-884-4173 or catch them on the Web at www.pro-one.com.

Brakes



RUSSEL TRUE FLOATING QUALITY BRAKE ROTORS

These quality brake rotors are made of the finest materials, says manufacturer Russel, and feature 420 stainless steel construction with a chrome-plated carrier. Each rotor is assembled with spring-loaded retainers to ensure rattle-free operation. Full floating rotors self align to provide maximum contact area and cooler running temperatures.

Russel rotors are available through Chrome Specialties. Call 800-597-6463 and ask for a dealer sales representative, or log on to www.chromespecialties.com for more information.

Brakes



RUSSEL POLISHED ROTORS

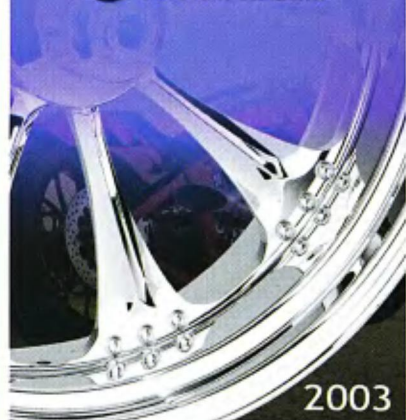
Russel polished rotors feature 420 stainless steel construction with a chrome-plated carrier. Their Pro Polish line of 1-piece rotors feature a mirror like finish for your custom bike applications.

Russel rotors are available through Chrome Specialties. Call 800-597-6463 and ask for a dealer sales representative, or log on to www.chromespecialties.com for more information.

Catalogs



Performance
Machine, Inc.
Bike Brakes and Wheels



2003

WWW.PERFORMANCEMACHINE.COM

Catalogs



WWW.MIDWEST-MC.COM

Catalogs



WWW.CYRILHUZE.COM

Catalogs



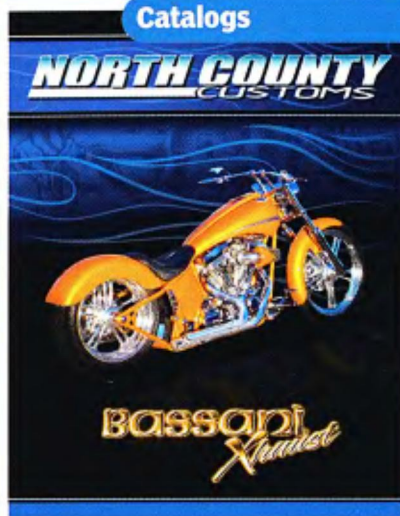
WWW.MID-USA.COM

Catalogs



WWW.RIVERAENGINEERING.COM

Catalogs



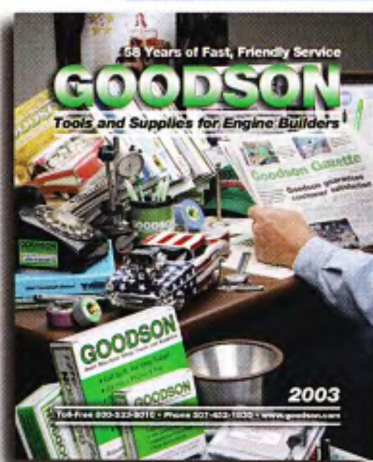
WWW.NORTHCOUNTYCUSTOMS.COM

Catalogs



WWW.MRBSACCESSORIES.COM

Catalogs



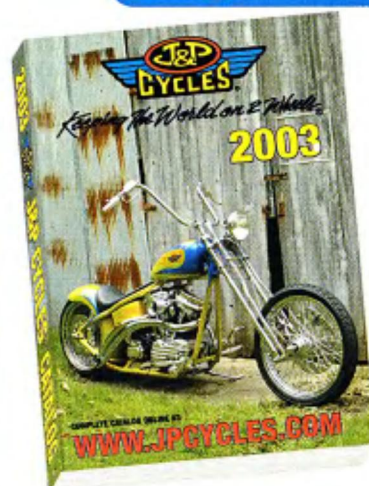
WWW.GOODSON.COM

Catalogs



WWW.LEATHERCAT.COM

Catalogs



WWW.JPCYCLES.COM

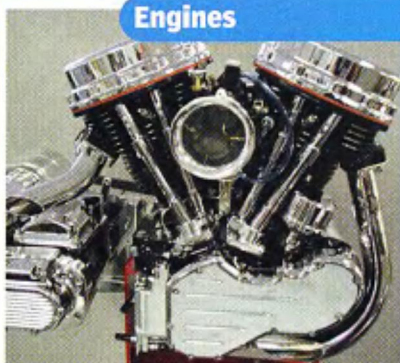
Catalogs



XTREME CYCLE DESIGN

WWW.XTREMECYCLEDDESIGN.COM

Engines

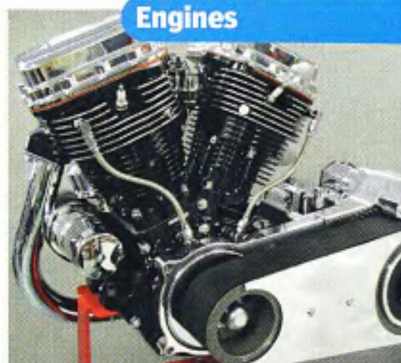


ACCURATE ENGINEERING

Accurate Engineering is in the business of building strong engines that have a unmistakable old-school flavor for those of you who still can't get over the Evo motor. Shown here is a 106-inch panhead engine with a 6-speed transmission and 3-inch belt primary drive. This is the kind of powertrain to expect from Accurate, using only the very best components to provide you with a powerful riding experience.

Accurate Engineering will match cosmetics on all parts, paint/polish, and pre-assemble to assure proper fit of all components. Contact Accurate Engineering to discuss your custom-built engine call 334-702-1993, or www.accurate-engineering.com.

Engines



ACCURATE ENGINEERING

Accurate Engineering builds brand new panhead and knucklehead engines in a variety of sizes for your custom applications. They also repair and update older original Harley panhead motors.

Accurate Engineering will match cosmetics on all parts, paint/polish, and pre-assemble to assure proper fit of all components. Contact Accurate Engineering to discuss your custom-built engine call 334-702-1993, or the Web site: www.accurate-engineering.com.

Engines



CHROME SPECIALTIES' PANDEMONIUM MOTOR

Chrome Specialties' Pandemonium 88-inch panhead motor needs no introductions. Using RevTech components, and assembled by Keith Ruxton of land-speed-record fame, this engine features a 3 5/8-inch bore and a 4 1/4-inch stroke, with 8.25:1 compression ratio, dual plug STD heads, Jims hydraulic tappets, Andrews valve springs and collars, Andrews "AB" grind cam for strong midrange and hot street performance, Mallory Unilite electronic ignition with adjustable centrifugal advance, and an S&S Super E carburetor.

Call Chrome Specialties at 800-597-6463 or log on to www.chromespecialties.com to order a Pandemonium engine for your next project.

Engines

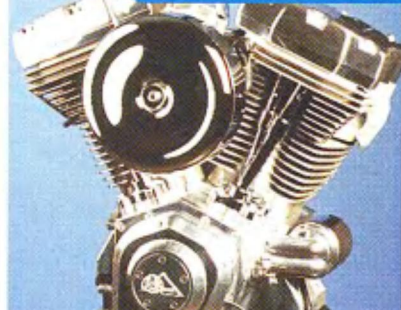


CHROME SPECIALTIES' PANDEMONIUM KEEPS COOL

The Pandemonium 88-inch panhead motor's oiling system has been modified from the original style to provide better lubrication to the top end and Evo-like dependability. The sprocket shaft is longer than the OEM part, to allow the use of any 1970-1999 4- or 5-speed transmissions. Finally each engine is pre-run to ensure that it will perform flawlessly.

Call Chrome Specialties at 800-597-6463 or log on to www.chromespecialties.com to order a Pandemonium engine for your next project.

Engines



DELKRON COMPETITION ELIMINATORS

Delkron Manufacturing is offering assembled 2-cam and 4-cam custom billet motors that bolt right into any big-twin frame. There are two configurations to choose from: a 100-inch (1648cc) with a 2-cam valve train, or a 131-inch (2150cc) with a 4-cam (Sportster-style) valve train.

Competition Eliminator motors come assembled with tuned heads, a flat slide performance carburetor, specially ground cams, ultra-light adjustable pushrods, Viton O-ring seals, and of course the Delkron 6061-T6 billet aluminum cases.

Designed to go fast, and built to last, the square 100-inch Competition Eliminator 2-cam engine yields 116 foot-pounds of torque and 116 horses at the rear wheel. Delkron's 131-inch, 4-cam Competition Eliminator can achieve up to 150 horses at the rear wheel.

Contact Delkron at 916-921-9703 for more information, or log on to www.delkron-mfg.com.

Engines



MERCH PERFORMANCE 100-INCH

Merch Performance says they believe in uncompromising quality and unparalleled performance in their big-bore engines. Their performance engines are designed to fit in all 1987 and later stock or aftermarket frames. The Merch Performance 100-inch evolution-style engine has a similar crankcase as the 120-inch engine but has Twin Cam cylinders, heads and rocker covers. This engine is shorter than stock Evolution engines and even fits into a shovelhead frame.

All Merch Performance engines come pre-run from the factory with ignitions and the timing set. Also included with the 120- and 131-inch engines are Mikuni carburetor kits.

For further information please contact Merch Performance at either 888-637-2448 or www.merchperformance.com

Engines



MERCH PERFORMANCE 131-INCH

For enthusiasts who want the biggest and baddest, the Merch Performance 131-inch engine is the way to go. They are known as the original big-bore specialists and pride themselves in producing what they feel is the perfect replacement engine for the motorcyclist looking for increased power.

All Merch Performance engines come pre-run from the factory with ignitions and the timing set. Also included with the 120- and 131-inch engines are Mikuni carburetor kits.

For further information please contact Merch Performance at either 888-637-2448 or www.merchperformance.com

Engines



MERCH PERFORMANCE 120-INCH

The Merch Performance 120-inch engine features a 4.25-inch bore and a 4.25-inch stroke, forged piston, O-ringed cylinder base gaskets, compression release valves (for easier starting) and stainless steel stud inserts or "bullets" for increased cylinder stud strength. The 120-inch engine produces rear wheel 110 horsepower and 125 foot-pounds of torque with a compression ratio of 9.8:1 and a one-year warranty.

All Merch Performance engines come pre-run from the factory with ignitions and the timing set. Also included with the 120- and 131-inch engines are Mikuni carburetor kits.

For further information please contact Merch Performance at either 888-637-2448 or www.merchperformance.com

Engines



MID-USA'S POWER HOUSE 114

Behold the Power House 114. The massive 4 1/4-inch bore combined with the 4-inch stroke requires the utmost in power transfer components. The pistons feature a 3-point cylinder contact design to evenly distribute thrust loads, and the side-by-side connecting rods feature offset wrist pin supports to allow the cylinders to stay in-line and still keep the traditional 45-degree V-twin look. The 1-piece crankshaft features a 2-inch diameter crank pin that utilizes flat bushing-type bearings, and is housed in bulletproof crankcases. Cylinder heads are machined from billet aluminum and house the roller rocker arm assemblies in 2-piece rocker covers. With an S&S Super G carburetor and a set of Cycle Shack 2-inch tapered pipes, the Power House 114 reportedly produced 134 horsepower and 130 foot-pounds of torque.

Call 800-527-0501 to find out more about MID-USA's Power House 114 engine, or log on to www.mid-usa.com

Engines



MID-USA'S MOTOR OF THE YEAR

Recipient of the "Motor of the Year" Award at V-Twin Expo 2001, MID-USA's Power House 114 engine uses the best materials and components available and relies on an innovative design that allows it to safely run at 7,300 rpm and deliver smooth, reliable power.

The Power House 114 fits all big twin frames designed for an Evolution-style engine. Each engine is shipped in a specially constructed polyethylene shipping container (deposit required), along with its manufacturer's statement of origin.

Call 800-527-0501 to find out more about MID-USA's Power House 114 engine, or log on to www.mid-usa.com

Engines

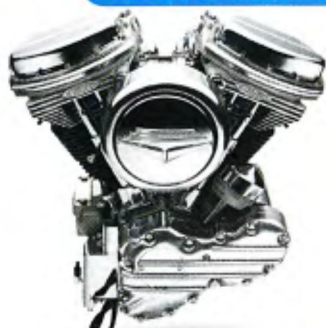


CUSTOM CHROME'S REVTECH ENGINES

By now Custom Chrome's RevTech engines need little introduction. They have been the staple of professional custom builders and amateurs alike for many years. RevTech engines are compatible with original equipment and custom frames that accept Evolution engines, and come in two displacements: 88-inch and 100-inch. RevTech engines feature increased cooling fin surface area, high-temperature O-rings for head and base gaskets, and high performance electronic ignition. They use 356-T6 cast aluminum cases with added material in all high-stress areas for superior strength. Other features include removable, press-in/bolt-in bearing inserts on the left and right sides of the cases, and a removable bottom sump plate makes for convenient internal inspection. RevTech engines are available in two finishes—black with chrome covers, and natural with chrome covers.

Call 800-729-3332 and talk to your Custom Chrome sales rep for more information, or log on to www.customchrome.com

Engines



CUSTOM CHROME'S RETRO PANHEAD

Special RevTech 100-inch panhead-style engines feature gloss black cylinders with raw cases and heads that have been assembled using Xzotic generator-style cam covers, distributors and panhead-style rocker covers. Shipped in a wooden crate, each engine comes completely assembled ready to bolt into your bike.

RevTech engines are fully compatible with original equipment and custom frames that accept Evolution engines.

The 58-710 Xzotic pan-style engine suggested retail is \$6,599. Call 800-729-3332 and talk to your Custom Chrome sales rep for more information, or log on to www.customchrome.com.

Engines



CUSTOM CHROME'S RETRO KNUCKLE

RevTech's 100-inch engines feature gloss black cylinders with raw cases and heads that have been assembled using Xzotic generator-style cam covers, distributors and knucklehead-style rocker covers. Shipped in a wooden crate, each engine comes completely assembled ready to bolt into your bike.

These attractive RevTech engines are fully compatible with original equipment and custom frames that accept Evolution engine configurations.

The 58-711 Xzotic knuckle-style engine suggested retail is \$7,158.

Call 800-729-3332 and talk to your Custom Chrome sales rep for more information, or log on to www.customchrome.com.

Engines



S&S SUPER SIDEWINDER PLUS ENGINES

S&S' new Super Sidewinder Plus engines are not replacing the existing line but are offering more features and different displacements, such as S&S new top dog: the 124-inch Super Sidewinder Plus. New features on the Super Sidewinder Plus engines include larger fin area for improved cooling of the heads, as well as reshaped ports to increase flow. Cylinders also have larger fins, thicker walls, and integrated compression release valves. The press-together flywheel assembly features improved aerodynamics for less drag at higher rpm, while other changes improve acceleration and provide smoother highway operation. The crankpin and shafts are pressed together under 20 tons of force, resulting in a stronger more rigid bottom end. New crankcases were designed to complement the bottom end, and piston oilers were added to enhance cooling, while the new S&S HVHP oil pump guarantees that oil is constantly delivered to the engine's vital components.

S&S says a 124-inch test engine produced 130 horsepower and 135 foot-pounds of torque.

Call S&S Cycle at 608-627-1497 or log on to www.sscycle.com to find out more about their new engines.

Engines



S&S SUPER SIDEWINDER TOP ENDS

Super Sidewinder Plus engines include larger fin area for improved cooling of the heads, as well as reshaped ports to increase flow. Cylinders also have larger fins, thicker walls, and integrated compression release valves. The press-together flywheel assembly features improved aerodynamics for less drag at higher rpm, while other changes improve acceleration and provide smoother highway operation.

Call S&S Cycle at 608-627-1497 or log on to www.sscycle.com to find out more about their new engines.

Engines



SPUTHE ENGINES

Alan Sputhe and his team build conventional 45-degree v-twin engines, in sizes up to 109 cubic inches, as well as a fat head v-twin up to 107 cubic inches, but this 60-degree engine is their flagship. Their production 104-inch is equipped with dual 41.3mm Keihin flat slide carbs and is rated at 141 horsepower. It fits in a stock FXR, FLT or Dyna frame, has stock motor mounts, and bolts to a stock H-D primary.

Sputhe built a 60-degree, 120-cubic-inch injected alcohol engine for racer Danny Grotto in Australia, who's been running it full throttle for the past eight years without a single failure. Alan Sputhe says that his mean 60 is capable of running in the 10s in the quarter mile, and has been clocked at 171mph on the Bonneville Salt Flats and is smooth enough so you can cruise to the corner store.

Call 530-268-0887 for more information or log on to www.sputhe.com.

Engines



TP ENGINEERING

TP Engineering offers a full line of fully assembled engines built with TP manufactured parts. The newest addition to the award winning line is the 124-inch TP Pro-Series engine, which TP says was designed and manufactured with the highest-quality standards in the industry. Using the best materials available in every component, and design innovations that focus on stability and strength, these engines are built for power, reliability, and endurance. Available in sizes from 100 to 124 cubic inches, this engine line is recognized by custom bike builders as one of the best on the market. Contact TP Engineering at 203-744-4960 or visit their Web site at www.tpeng.com for more information.

Engines



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Engines



ZIPPER'S PERFORMANCE'S MUSCLE 120 TWIN CAM

V-twin engine specialist Zipper's Performance offers a ready-to-run 120-inch twin cam engine. The 120 was designed with 4 1/8-inch bore and 4 1/2-inch stroke, and is only 1/8-inch taller than a stock motor. This allows the Muscle 120 to fit any original or aftermarket frame. The Muscle 120 features Zipper's CNC-ported heads with oversized valves, step lock guides and performance valve springs, compression release valves, Red Shift 657TC cam and chrome-moly pushrods, programmable electronic ignition, bored "G" carburetor with Thunder Jet kit.

Each engine is provided with a Manufacturer's Statement of Origin and is available in both "A" (non-counterbalanced) or "B" (balanced) configurations in three finishes including factory black with chrome covers, factory silver with polished covers, or fully polished.

Find out more about Zipper's Performance and call 410-579-2828 or log on to www.zipperperformance.com

Exhausts



BASSANI'S BADASS BFD

Bassani's new BFD exhaust systems features massive size and sweeping lines. They are designed to bolt directly to all Evo and Twin Cam machines. BFDs measure a full 2 inches in diameter and are custom fabricated from 16-gauge steel finished in flawless show quality chrome. Unique spiral louvered baffles are replaceable while large radius high-flow bends provide performance, classic styling and a distinctive exhaust note. BFDs retail for \$399 and can be ordered exclusively from North County Customs 866-439-4287. Check them out on the Web at www.northcountycustoms.com.

Exhausts



BASSANI SLICE CUT SLIP-ON MUFFLERS

Designed exclusively for "Bad Baggers" these HO Slice Cut slip-on mufflers combine flowing lines and contemporary styling with noticeable increases in performance. HO Series Slice Cuts are designed to take full advantage of mild to highly modified engines by producing enhanced breathing capability. HO Series mufflers feature unique 2-inch replaceable, spiral louvered baffles, 16-gauge steel construction and show-quality chrome. Each muffler measures 32 inches in length and a massive 4 inches in diameter. An aggressive exhaust note is an integral part of these new pipes that will enhance the style and performance of any Evo or big twin bagger. Bassani's Slice Cut slip-ons are a bolt-on replacement for stock mufflers and install easily using factory hardware. They retail for \$399 a pair and are available exclusively from North County Customs 866-439-4287. Check them out on the Web at www.northcountycustoms.com.

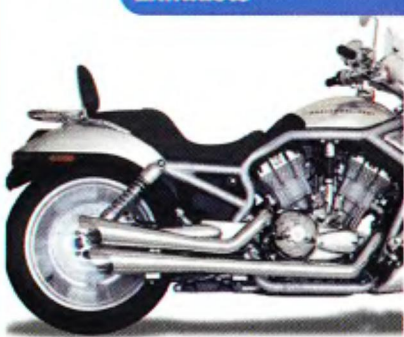
Exhausts



BASSANI DYNA PRO STREET HEADERS

North County Customs now sells Bassani Dyna pro street headers designed for Harley Dyna models from '96 to present. Featuring aggressive hot rod styling, these pipes produce an exhaust note to match says NCC. Designed for mid- and forward-control models, each pipe is hand-fabricated using a stepped head pipe process tapering from 1 inch to 2 inches and exiting through a 2-inch diameter pipe. The Dyna-Pro series allow for ease of installation plus rugged 16-gauge steel construction plated to a show chrome finish. Available exclusively from North County Customs, Dyna-Pro headers retail for \$349. NCC also offers matching heat shields for all models. For complete details call 866-439-4287. On the Web at www.northcountycustoms.com.

Exhausts



HARLEY V-ROD 2-INTO-2 SLASH-CUT CONES

The people at BUB wanted to take a new machine, and give it an entirely new look. The V-Rod was the perfect candidate for the challenge, because is reeks of sophistication and performance. Having a style of its own, the V-Rod needed to be treated as a unique motorcycle, which is why Bub went a different route when it came to designing an aftermarket exhaust system for the famed silver rocket. Fat tubes featuring plasma-cut heat shields give a massive look to these pipes that will remain virtually blue-free. The slash-cut, megaphone-style mufflers have been carefully designed to extract every ounce of power and thundering sound that the V-Rod has to offer. The Bub 2-into-2 slash-cut pipes for V-Rod are available in both flush, and staggered designs.

Call BUB Enterprises at 530-477-7490 for more information, or log on to www.bubent.com.

Exhausts



DYNO POWER SHORT MUFFLERS FOR DRESSERS

The Dyno Power short mufflers for dresser models are only 27 inches long and are designed to fit flush with the end of the saddlebags. They come with six tip designs, chrome plating and a steel-core baffle for good looks and great sounds. The Dyno Power short mufflers for dressers will fit dressers from 1995 to present and retail at \$329.99 a pair.

Contact your Custom Chrome dealer sales rep at 800-359-5700, or log on to www.customchrome.com.

Exhausts



DYNO POWER DRAG PIPES

Custom Chrome's Dyno Power 2 1/4-inch pipe-in-pipe drag pipes require no heat shields to hide blueing. They feature true double-wall construction with a full-length 1 3/4-inch internal pipe welded within a 2 1/4-inch chrome outer pipe. They fit all Softail models from 1984 to 1999.

Contact your Custom Chrome dealer sales rep at 800-359-5700, or log on to www.customchrome.com.

Exhausts



DYNO POWER BEATS THE BLUES!

This is a great way to avoid blue pipes. Custom Chrome's Dyno Power 2 1/4-inch pipe-in-pipe drag pipes feature true double-wall construction with a full-length 1 3/4-inch internal pipe welded within a 2 1/4-inch chrome outer pipe. The internal pipe maintains a high exhaust velocity while the external pipe keeps everything cool. The pipe-in-pipe mounts to existing original equipment exhaust brackets, are available in straight cut and staggered dual drag pipes.

Contact your Custom Chrome dealer sales rep at 800-359-5700, or log on to www.customchrome.com.

Exhausts

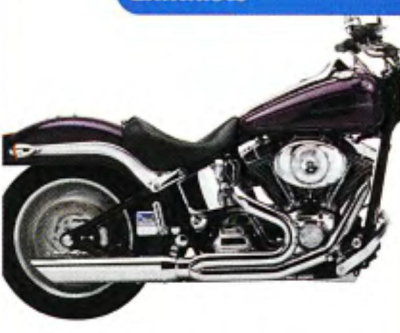


D&D PERFORMANCE EXHAUST

D&D Performance exhausts have been hammering the streets and strips for many years. According to D&D, their pipes are precisely designed, and require no adjustments to achieve up to 10% increase in performance.

For more info on availability and styles call the Biker's Choice dealer referral number today at 800-343-9687.

Exhausts



D&D PERFORMANCE EXHAUST

D&D Performance exhausts are available in many different styles for Harley applications. Check out this good looking and great performing two-into-one system by D&D.

For more info on availability and styles call the Biker's Choice dealer referral number today at 800-343-9687.

Exhausts



DONNIE SMITH SIGNATURE SERIES MONSTER DRAG PIPES

Donnie Smith markets two styles of large diameter drag pipes for Softail models. Manufactured in the USA, both feature chrome plating and vertical slash cut ends. They are available in your choice of ribbed or stepped styles for FXST models from 1984 to present, including Twin Cam applications.

The Donnie Smith Signature Series monster drag pipes are available through Chrome Specialties. Contact your dealer sales rep at 800-597-6463 or log on to www.chromespecialties.com.

Exhausts



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Exhausts



RINEHART EXHAUST BY BUB

Rinehart Exhaust by BUB systems are developed by Rinehart of NASCAR fame, and dyno tested at Tilley Harley-Davidson. They're manufactured by BUB Enterprises for optimum quality, fit and finish. Using the same technology that goes into exhaust systems for NASCAR race teams, Rinehart Exhaust by BUB features three-step header pipes with a multi-bend radius technology. Header pipes start at 1 3/4 inches at the head, increase to 1 7/8 inches and finish at 2 inches. They feature permanently mounted 2-inch-diameter full-length heat shields. Stepped header pipes and special removable performance baffle design combine to offer a unique sound. Chromed pipes are highlighted by the polished black anodized billet aluminum end caps engraved with the Rinehart logo.

For more information, click on www.dragspecialties.com or contact your Drag Specialties sales rep.

Exhausts



CYRIL HUZE FLOW PIPES

These pipes were designed by Cyril Huze to give flowing lines to your motorcycle and make it look fast even when standing still. They feature a deep, throaty tone and are made out of 304 mild steel, and mandrel bent from 1.75-inch tubing. The Flow Pipes are not baffled and are available for Evo, Twin Cam and Sportsters. They attach to the transmission side cover (bracket included).

Contact Cyril Huze Custom Motorcycles & Parts at 561-392-5557 or log on to www.cyrilhuze.com for more information and to visit the company's Web store.

Exhausts



L.A. CHOPPERS CUSTOM PIPES

L.A. Choppers presents three styles of in-your-face gangster pipes. These pipes are not baffled and feature that "boulevard brawler", aggressive styling.

L.A. Choppers' custom pipes fit all Softail models and many custom applications. They are distributed by Chrome Specialties. Contact your dealer sales rep at 800-597-6463 or log on to www.chromespecialties.com.

Exhausts



L.A. CHOPPERS CUSTOM PIPES

L.A. Choppers pipes are made of a special alloy that allows smooth bends and are chrome plated. Their stepped construction features a 1 3/4-inch diameter for the first 6 inches from the cylinder heads, opening up to 2 1/4-inches afterward.

L.A. Choppers' custom pipes fit all Softail models and many custom applications. They are distributed by Chrome Specialties. Contact your dealer sales rep at 800-597-6463 or log on to www.chromespecialties.com.

Exhausts

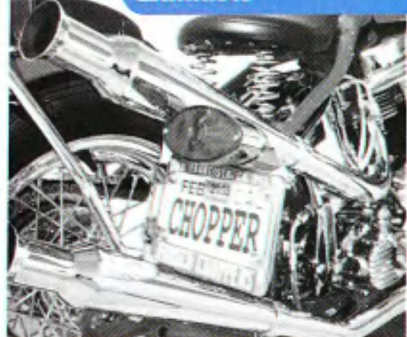


L.A. CHOPPERS CUSTOM PIPES

All L.A. Choppers exhaust pipes offer badass looks and quality construction. Their stepped construction features a 1 3/4-inch diameter for the first 6 inches from the cylinder heads, opening up to 2 1/4-inches afterward.

L.A. Choppers' custom pipes fit all Softail models and many custom applications. They are distributed by Chrome Specialties. Contact your dealer sales rep at 800-597-6463 or log on to www.chromespecialties.com.

Exhausts



CHOPPER MUFFLERS BY RIVERA

Choppers are back and are more popular than ever. Now you can get a free-breathing muffler that looks and sounds like the dual upsweep muffler of yesteryear. Keepers of the chopper tradition, Rivera Engineering has these mufflers in 1 3/4-inch diameter. The motorcycle shown here was built in the style of the late-1960s and displays one of the most popular exhaust styles of the era. The Rivera muffler has a very mellow exhaust tone with permanent glass-pack innards, and features a chromed, 16-gauge steel housing. A heavy-duty stud is located on the back for mounting, making it ideal for dual upsweep applications.

Contact Rivera Engineering at 562-907-2600 for more information.

Exhausts



THUNDER CYCLE'S LEG WARMERS

Terminator Pipes, designed and developed by custom builder Eddie Trotta, are available at Thunder Cycle Designs of Ft. Lauderdale, Florida. These pipes are dripping with attitude (and charred flesh if you persist in wearing shorts while riding). They're made of 2 1/2-inch steel pipe and are a perfect fit on Evolution and aftermarket V-twin engines with a 5- or 6-speed tranny. Thunder Cycle's Terminator Pipes will fit either hardtail or Softail-style applications. They are available with inversion cones for \$699 retail.

Call 954-763-2100 or log on to www.thundercycle.com for more information and to view more one-of-a-kind Thunder Cycle products.

Exhausts

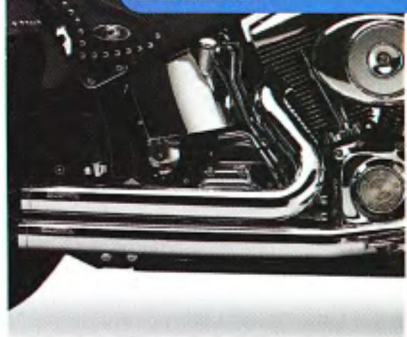


SANTEE 2 1/2-INCH SNUB NOSE EXHAUST PIPES

Santee's Snub Nose pipes are stacked low and feature full-radius heat shields embossed with Santee's logo. These pipe-sets offer a good combination of performance and looks. They come in Softail, FXR and Dyna Glide versions and retail for \$299.99.

Contact your Custom Chrome dealer sales rep at 800-359-5700, or log on to www.customchrome.com.

Exhausts



SANTEE 2 1/2-INCH 50 CALIBER EXHAUST PIPES

Santee makes a beefy pair of exhaust pipes that will stand out in a crowd. Pipes are stacked low and feature full-radius heat shields embossed with Santee's logo. They are similar in appearance to the company's Snub Nose systems, but measure 2 1/2 inches in diameter. Designed to fit Softails (07-177) and Dyna Glide (07-178) models, the system comes with mounting brackets along with chrome billet end caps. The system retails for \$399.99.

Contact your Custom Chrome dealer sales rep at 800-359-5700, or log on to www.customchrome.com.

Exhausts



SANTEE 2 1/4-INCH 45 CALIBER STAGGERED DUALS

These chrome pipes feature a 2 1/4-inch body with full-radius heat shields embossed with Santee's logo. They come with exhaust mounting brackets for Softail, Dyna Glide, FXR and Evolution Sportsters. They retail for \$379.99.

Contact your Custom Chrome dealer sales rep at 800-359-5700, or log on to www.customchrome.com.

Exhausts



SANTEE 2 1/4-INCH OVER AND UNDER DUALS

These durable chrome pipes feature a low-slung design that includes full-radius heat shields embossed with Santee's logo. The head pipes measure 1 3/4 inches with a 2 1/4-inch body. They are available for Softail, Dyna Glide, FLT, FLHT, Road King and FLHS models and retail for \$399.99.

Contact your Custom Chrome dealer sales rep at 800-359-5700, or log on to www.customchrome.com.

MASTIFF

Super-Radical Super-Fat



THE NEW STREET VISION

The 2003 Mastiff takes motorcycle design to a new level with custom touches like only Big Dog Motorcycles could do. For starters, the industry leading Mastiff goes super fat with a 240 rear tire and beefy 21 x 120 front tire. Then we added a 107 cubic inch engine and Baker 6-speed for unmatched highway performance. We beefed up the frame, added a contoured front dash and new machined aluminum wheels with matching pulley and rotors in a package that offers hardcore attitude that's a dream to ride.

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★ Visit your local Big Dog Motorcycles dealer or check us out at www.bigdogmotorcycles.com ★

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Exhausts



XZOTIC DRAGSTER 1 3/4-INCH DRAG PIPES

These unique S-shaped chrome pipes provide performance and a stylish look for \$349.99. They fit all Softail models from 1984 through 1999, 4-speed FX models (except Softail models) from 1971 through 1984.

Contact your Custom Chrome dealer sales rep at 800-359-5700, or log on to www.customchrome.com.

Exhausts

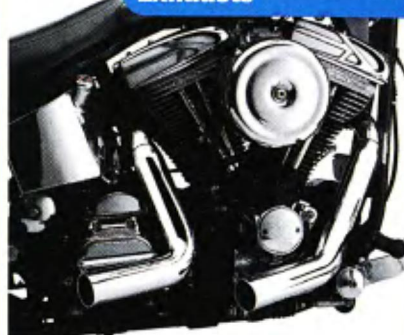


XZOTIC FUELIE 2 1/4-INCH DRAG PIPES

Start a new trend with these short chrome pipes with a potential for increased performance and smooth flow. Retailing at \$374.99, these pipes will fit all Softail models from 1984 through 1999.

Contact your Custom Chrome dealer sales rep at 800-359-5700, or log on to www.customchrome.com.

Exhausts



XZOTIC BLOWER 2 1/8-INCH DRAG PIPES

The Blower pipes are likely to set off a streak of envy around you. Their strong roar is also intimidating. Retailing at \$374.99, they fit all Softail models from 1984 through 1999.

Contact your Custom Chrome dealer sales rep at 800-359-5700, or log on to www.customchrome.com.

Forks



BLACK ANODIZED INVERTED FORKS GIVE BIKES A STEALTH LOOK

Mean Street Products now markets their inverted telescopic fork in a blacked-out finish. These 56mm Black Street forks feature a silky black finish that's achieved with a polished anodized surface complimented by large upper tubes and beefy, billet fork clamps.

The Black Street forks are made in America and have the same characteristics of Mean Street's other inverted front ends.

Black Street forks are available in a variety of lengths from Mean Street by calling 915-592-6887. You can also visit their Web site at www.meanstreetproducts.com.

Forks



HARDBODY 41MM FRONT FORK KITS

The new Hardbody custom fork kits feature your choice of smooth or ball-milled lower legs. The smooth lower legs are completely round and the ball-milled lower legs have flat sides with ball-milled accents that run vertical for an eye-catching look. The lower legs are machined from billet aluminum and feature screw-on dust covers, flush mount axle with hidden hardware and removable brake and fender mounts. The 41mm fork tubes are 24 1/4 inches long, are hard chrome plated for superior performance and are the stock length for the models listed. Front end measures 32 inches from the top bearing to the centerline of the axle. The dual removable brake mounts are designed for 1984/1999 original equipment or similar brake calipers and 11-1/2-inch brake discs. Fork kits are shipped without fork oil. Add 11.2 ounces of fork oil per leg of the weight of your choice.

The Hardbody 41mm front fork kits fit 4-speed big twins after 1949 and 1984 through 1988 Softails when used with 3667L lower fork bearing cup with built-in fork stop. They also fit FXDWG after 1993 as well as many custom applications.

For more information on this product, see your MID-USA dealer, call 800-527-0501 or visit www.mid-usa.com.

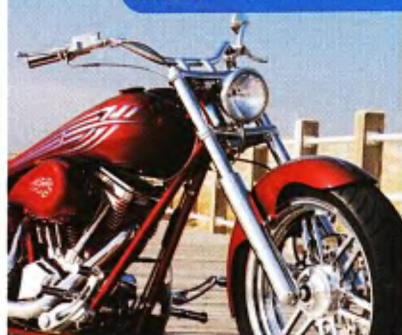
Forks



PAUGHCO'S TAPERED LEG SPRINGERS

The world's oldest and largest line of custom and OEM style springer front ends just doubled in size. Paughco has completely reengineered their original designs in developing a new line fit with oval tapered rear legs. Stronger and more closely resembling original OEM springers, the new Paughco front ends are available in a mind-boggling collection of styles and sizes. Tapered leg models can be ordered in traditional "Wide" springer styles fit with or without the factory style shock. Or, you can order Paughco's popular Narrow Springer, once again with the new tapered rear legs. All models are offered in lengths ranging from stock up to 21 inches over in increments of 3 inches. Finished in Paughco's in-house chrome, the new tapered leg springers can be found at www.paughco.com or by calling 775-246-5738.

Forks



PEREWITZ'S BILLET 41MM FRONT END

Dave Perewitz's new billet 41mm forks reflect his reputation for aggressive, contemporary styling and quality. Featuring Perewitz billet aluminum triple trees with integrated blind neck post, custom machined billet lower legs and a mirror show chrome finish, these forks are the perfect complement to any machine. Additionally the sleek new legs are fitted with a Perewitz hidden wheel axle assembly and unique, adjustable fender mounts. Dave's sanitary forks are designed for use with OEM internal components, for trouble-free performance and longevity. For details call 508-586-2511 or catch the complete Perewitz product line on the Web at www.perewitz.com.

Forks



RIDE ON AIR WITH PRECISION CYCLE WORKS' NEW AIR LINK FRONT END

Precision Cycle Works, builder of the carbon composite, Harley-Davidson-powered Aggressor motorcycle, is introducing its Air Link front suspension system for the custom builder. The company says that research and development has been successfully completed and patents have been applied for their pneumatic front end.

This unique suspension employs A-frame links along with air-craft-sealed bearings and a pneumatic billet shock absorber. All these components combine to make a lightweight, adjustable and smooth-riding front suspension.

The Air Link front suspension will be available in a number of lengths and in three different styles (billet radius shown here), along with an outside billet leg and a 1-1/4-inch tube leg.

All suspensions come with a pneumatic billet shock absorber that is made specifically for the Air Link, designed by B&T Engineering.

Call Precision Cycle Works at 989-673-8555 for more info or log on to the company's Web site at: www.precisionconceptsinc.com

Forks



XTREME FRONT END

The all-new Xtreme front end is made from the highest quality materials with the proper rake and trail for superior handling, the company says. These solid billet beauties are CNC machined from 6061 aluminum, flawlessly hand polished and feature hidden top caps. The tree sets are available for wide glide applications using 41mm fork tubes, and are compatible with single or dual disc applications. To get more information call 714-628-1855 or visit them on the Web at www.xtremeframes.com.

Frames



BIG BEAR CHOPPERS' NEW VENOM FRAME KIT

Big Bear Choppers built their business and reputation delivering customized, power-packed bikes that fit the pocketbook of the average consumer. Led by Australian transplant Kevin Alsop, the company has experienced constant growth since it was founded in 1999. It now produces a comprehensive line of bike kits starting at only \$10,995, as well as complete turnkey bikes.

Gaining from their extensive bike-building experience, Big Bear Choppers is now marketing their own brand of custom frames, starting with the Venom. The Venom is a sturdy frame kit featuring a 3-inch stretch in the backbone, a single downtube, 40 degrees of rake, a 26-inch fuel tank with pop-up gas cap, oil bag, front and rear fenders, and rear axle with spacers. The frame kit retails at \$4,299.

You can also get the complete bike kit that uses the Venom frame for \$17,995 and get a 100-inch, 100 horsepower RevTech motor with 2-year warranty, a 6-speed show-polished trans, a 3-inch BDL open belt drive, a 250-series rear tire, 4-piston billet brakes, billet forward controls, stainless steel clearcoat cables, 6-degree raked triple trees and forks, and all the trimmings and hardware to build a unique chopper.

Call Kevin Alsop at 909-878-4340 for more information or log on to www.bigbearchoppers.com.

Frames



DAYTEC GENERATION 2 SOFT-TAIL CHASSIS

The Daytec Generation 2 Soft-Tail chassis will accommodate rear tire sizes up to 200 while retaining a full-sized drive belt. Crafted from 1 1/4-inch-diameter tubing, and featuring a bold design, this chassis is available in any rake or stretch and is equipped with a Pro-Street neck. It accepts 5- and 6-speed transmissions but will not fit 4-speeds. The frame kit includes frame, swingarm, polished rock guard kit, chrome-moly rear axle, polished axle block covers, pivot axle and bolt kit, upper motor mount extension bracket and shock safety plate.

Call Daytec at 760-244-1591 to find out more about their product, or log on to www.dayteccenter.com.

Frames



GOLIATH COMETH!

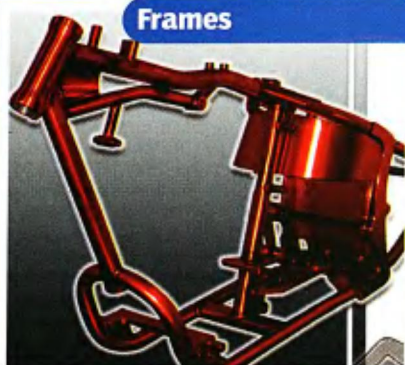
Daytec's new Goliath motorcycle frames are now available. Built out of 1 1/2-inch-diameter steel tubing, it features 1 1/4-inch tubing on the swingarm. Speaking of swingarm, the Goliath comes with your choice of either softtail-style, or Daytec's own Stealth-style with hidden rear axle.

Built to last, the Goliath is wide enough to accommodate a 250-series rear tire without breaking a sweat, and accepts 5- or 6-speed transmissions and any evo-style motor. Rake and stretch can be tailored to your specs, and the Goliath is available in left- or right-side drive. Another feature sets the Daytec Goliath frame apart from its counterparts—the new modular removable front motor mount assembly.

Each frame kit is delivered primed and ready for paint and features a polished stainless-steel rock guard kit, pivot axle bearing and shaft assembly, 1-inch diameter rear axle and axle block covers and shock safety kit.

Call Daytec 760-244-1591, or go visit their Web site at www.dayteccenter.com

Frames



HARDBODY BY ROLLING THUNDER FRAMES

The newest addition to the Hardbody line of frames is this right-side drive model, which permits the use of a 250 series rear tire and 1 1/2-inch-wide drive belt without offsetting the engine. This method is by far the best way to install a 250 series tire. It keeps the mass centralized producing a better handling motorcycle. Single downtube (from the steering neck to the front engine mount) adds an unmistakable custom look. This frame features 100% TIG welded construction for maximum strength and durability. All individual frame components (other than the tubing) are CNC machined from billet steel. A 3 1/2-quart oil tank with mounting brackets is included.

For info and pricing or to get your copy of the 2003 MID-USA en-cycle-pedia, contact MID-USA, 4937 Flyer Ave., St. Louis, MO 63139-1111, 800-632-0024 www.MID-USA.com.

Frames



HARD CORE STANCE AND SOFT RIDE

The new HardCore Highneck softail-style frame from Paramount Custom Cycles will accommodate a monstrous, 250-series rear tire, and is designed to achieve the look of the company's famous rigid frame while offering the comfort of a regular cruiser. Made with 4130 chrome-moly DOM tubing it boasts 2 inches of stretch in the backbone and 5 inches of stretch in the downtubes. The HardCore Highneck comes complete with oil bag, rear axle, axle covers, CNC plates and mounts and Paramount Custom Cycles' patented offset bearing support system (shown) which allows to center and balance the weight of the engine with the 250-series rear tire. Paramount Custom Cycles will make a frame with your choice of rake. For more info, contact Paramount Custom Cycles at 775-324-2445 or visit their Web site at www.paramountcycles.com.

Frames



XTREME CYCLE DESIGN

Special attention to detail and fit along with innovative designs are the leading attribute of an Xtreme frame. Their custom-made frames are constructed entirely of 0.120-inch wall downtubing, which is tig welded and fixture cooled. Models include both softail-type and hardtail 180/200 and the Xtreme Xtra Wide 230/240/250 models with 30- to 55-degree rake angle. Seen here is their sleek softail-style chopper frame.

Every frame produced passes a rigid inspection process to insure customer satisfaction. To get more information call 714-628-1855 or visit them on their Web site at: www.xtremecycledesign.com.

Frames



XTREME CYCLE DESIGN

Pictured here is Xtreme cycle's hardtail 180/200 model frame. Every frame produced passes a rigid inspection process to insure customer satisfaction. The frame necks are hourglass shaped and CNC machined from solid billet with built in bearing cups and fork stops. Frames feature an integrated transmission plate machined from solid 0.500-inch thick 1018 steel for superior strength and alignment. Set yourself apart from the crowd with the Xtreme Cycle Design custom look and feel. To get more information call 714-628-1855 or check out their Web site at: www.xtremecycledesign.com.

Frames



XTREME CYCLE DESIGN

The Xtreme Xtra Wide 230/240/250 model frame comes with 30- to 55-degree rake angle. Every frame produced passes a rigid inspection process to insure customer satisfaction. The frame necks are hourglass shaped and CNC machined from solid billet with built in bearing cups and fork stops. All swing arms feature a custom rear axle with stainless steel axle caps and hidden hardware every frame comes with a perfect fit oil bag with hidden mounts and hardware. Frames feature an integrated transmission plate machined from solid 0.500-inch thick 1018 steel for superior strength and alignment. Frames also include custom aluminum struts with blind holes for the smooth look.

To get more information call 714-628-1855 or visit them on the Web at www.xtremecycledesign.com.

Lighting



TURN SIGNAL ASSEMBLY BY BILLET BOYS

Billet Boys has designed a unique turn signal assembly for 1999 and later FLST and FLH models. It can be directly plugged into the stock wiring without affecting the factory alarm system and uses bright halogen lights. Clear, amber and red lenses are included. All Billet Boys components are made in the USA and are available directly by calling them at 510-471-3026. You can also check out their Web site at www.billetboys.com.

Lighting



DOSS LED TRIPLE LIGHT KIT

Custom Chrome has a Rick Doss creation that incorporates the Doss Wide Tombstone taillight (CCI #46-400) and a set of their popular LED bullet marker lights (CCI #47-664). This kit comes completely assembled with the chrome stand-offs already installed and retails for \$164.99. It fits all models from 1973 through 1998 as well as 1999 Softail models (except FLSTS and models with Fat Bob fenders).

A friendly reminder from CCI: Installation of this accessory may be in violation of FMVSS Standard #108. The marker lights are designed as supplemental lighting ONLY, and should not be used to replace original equipment running lights or turn signals.

Call Custom Chrome at 800-729-3332 to find a dealer near you or log on to www.customchrome.com for more information.

Lighting



CUSTOM TEARDROP HEADLIGHT

This nifty Custom Teardrop Headlight assembly from Custom Chrome will bring an instant, Hot Rod look to any motorcycle. This nostalgic headlight includes a teardrop-shaped chrome housing, and comes complete with an H4 halogen light and a chrome billet mount. Retailing at \$239.99, the custom Teardrop Headlight will bolt right in with most bottom-mount applications and is DOT approved.

Call Custom Chrome at 800-729-3332 to find a dealer near you or log on to www.customchrome.com for more information.

Lighting



NEW TRADEWINDS HEADLIGHTS FROM HEADWINDS COMBINE FULL FEATURES AND FRIENDLY PRICE

New from Headwinds, a leading designer and manufacturer of custom motorcycle headlights, is the new Tradewinds 5 3/4-inch Concours Rocket headlight. Just like the Headwinds headlights, the Tradewinds Concours Rocket lights are available with or without a visor and are fully machined from billet and chrome plated, but retail for about half the price of their American-made counterparts. The Tradewinds models also feature the company's original screw-in bezel that recesses the lamp.

For more information, contact headwinds at 626-359-8044, or look them up on the Web at www.headwinds.com.

Lighting



CYRIL HUZE SPIKE LIGHTS

What says chopper more than a spike shape? The style of these aggressive-looking spiked marker lights may take you back in time, but the 2-function bulb or optional LED is hardly yesterday's news. These lights are a recent addition to Cyril Huze's extensive line of upscale motorcycle accessories and will certainly turn heads. They are cut out of billet aluminum and are polished to a mirror-shine. The Cyril Huze Spike Lights are available with a choice of red or amber lens. Call Cyril Huze at 561-392-5557, or go online at www.cyrilhuze.com to see more of their ever-expanding line of bike accessories.

Lighting



MALTESE CROSS TAILLIGHT MAKES A COMEBACK

Six-foot-tall sissy bars may not be the hottest look on the block anymore, but the Maltese cross taillight that used to adorn them is still a biker favorite. The sturdy die cast, chrome plated housing has a flat back for easy mounting and includes 5/16-inch mounting bolts on 2-inch center. The taillight is 4 inches tall, 4 1/2 inches wide and is 1 7/8 inches deep. A clear license plate lens is also provided. The kicker with this taillight is that it is powered by 53 LED lights.

For more info see your MID-USA dealer or call 800-527-0501.

Lighting



NEW CATEYEZ BILLET TAILLIGHT

Radiantz set off to revolutionize the classic cateye taillight design with their new Cateyez. The Cateyez is less than 7/8-inches thick and features 88 red LEDs for maximum visual impact. The basic model mounts to the standard cateye taillight mounting holes and has white LEDs mounted in the body for license plate illumination. Radiantz' Cateyez can be wired in run/brake or run/brake/turns configurations and is available with clear or red lenses. Radiantz also offers a flush-mount version of this light, featuring the same options. It is designed have the bezel mounted from the outside, while the LED bucket is screwed in from the back.

Call Radiantz at 714-974-7461 for more information, or log on to their Web site at www.radiantz.com.

Miscellaneous



J&P THREADS RULE

Aside from offering friendly service and a dizzying number of motorcycle parts and accessories through their mail-order business, J&P Cycles also offers exciting new shirt designs.

Wanna look cool while riding your chopper? These J&P shirts are for you! You can get your J&P catalog now by calling 800-397-4844 or go to www.jpccycles.com to find out more about these and many more great products.

Miscellaneous



LIQUID FLAMES

Liquid Flames are 3-D decals, individual flame medallions that are an easy "peel and stick" application requiring no professional installation. Designed by an airbrush artist, these domed polyurethane decals are waterproof and weatherproof. They adhere to any smooth surface and bond seamlessly creating a smooth sculpted 3-D look.

Colors can be mixed by buying extension kits and smaller detailing kits are ideal for starters. Liquid Flames even look great for vehicle interior applications. There are different flame sets and sizes for every possible application. The look is impressive. This is a new and exclusive product that is still finding many applications. Not only does this product provide an economic alternative to custom airbrush paint jobs, it has also been combined and integrated with top-notch custom airbrush paint jobs for the wildest effects imaginable.

It's available in three metal-flake colors such as black, silver and cobalt, plus shifting colors that go from purple to blue to green and a red to yellow fade.

Call Midwest Motorcycle Supply at 636-296-2200 or log on to www.midwest-mc.com to find out more about this product.

Miscellaneous



XTREME CYCLE DESIGN HANDLEBARS

Xtreme Cycle Design offers innovative custom fabrication along with the highest quality frames and rolling chassis. Hand-crafted sheet metal designs made specifically to enhance the Xtreme chopper style. Xtreme also offers custom handlebars available in several styles. To get more information call 714-628-1855 or visit them on the Web at www.xtremeframes.com.

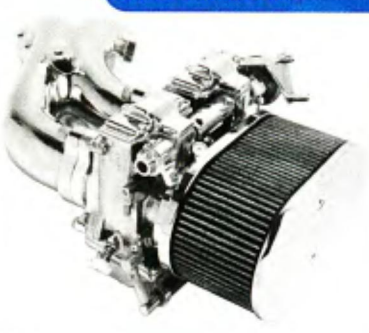
Miscellaneous



PERFORMANCE MACHINE GEAR

Naked is good for some people. The rest of us need clothes. With that in mind, it seems PM's elite team of designers have taken a break from dreaming up new things to do with aluminum and applied their talents to cotton. As usual the result is unique and the finished product will undoubtedly be appearing on customs throughout the world. Their new line includes both short sleeve, long sleeve and baseball cut T-shirts, as well as men's and women's zippered sweatshirts and a new work jacket featuring PM's Hot Bike cover chopper. The headwear group includes a new cap and even a PM beanie for the truly devoted. We are currently engaged in intensive, hands-on testing of all of these products and will be reporting on their progress in future issues. To get yours, contact your local Performance Machine dealer or see the complete line at performancemachine.com.

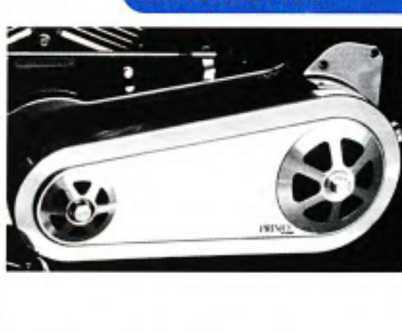
Miscellaneous



DUAL RUNNER INTAKE KIT

Rivera Engineering's Dual Runner intake manifold takes two 42mm or 45mm Mikuni carburetors to new performance levels. Boasting a separate runner for each intake port, this manifold is the highest flowing manifold available for dual Mikunis. Gone are the spigot-type seals found standard on all other 42 or 45 Mikunis, now with permanent flanges, a Rivera Engineering exclusive. These Dual Runner manifold kits are an ideal intake solution for high-performance, high-compression, and/or large-displacement motors. Bolt on horsepower from Rivera Engineering. See your local Rivera Engineering dealer or contact them at 562-907-2600 for more info. www.riveraengineering.com.

Miscellaneous



OUTBOARD BEARING SUPPORT

Engineered and designed for extreme performance applications or just plain good looks, you get both with Primo Belt Drives' all-new outboard bearing support. Not just another pretty face, Primo's outboard bearing support provides added rigidity and structural support between the motor shaft and the transmission driveshaft for all Brute IV and Brute V open-belt drive systems. If your big bad Harley-Davidson motorcycle is producing horsepower above and beyond the call of duty, you need a Primo outboard bearing support for superior function as well as appearance.

See your local Rivera Engineering dealer or contact them at 562-907-2600 for more information www.riveraengineering.com.

Miscellaneous



EASY-ACCESS OIL PUMP FITTINGS

Rivera Engineering's new Tight Spot oil fitting is now available. A 5/16-inch Allen wrench is used to tighten or loosen the fitting. No more custom wrenches, scraped knuckles, damaged fitting edges, or leaky oil pump fittings. Rivera's Tight Spot oil fitting is precision machined from solid brass and brilliantly show chromed for maximum visual effect.

See your local Rivera Engineering dealer or contact them at 562-907-2600 for more information www.riveraengineering.com.

Miscellaneous



POP-UP GAS CAPS

The smooth dome shape disguises the way these pop-up caps are removed and installed. The pop-up feature activates by pushing the center portion of the cap downward and rotating it a quarter of a turn. When popped up the knurled edge allows easy removal of the screw-in cap. It's CNC machined from billet aluminum for strength and chrome plated for beauty. Includes two gaskets, one for 1982 to early-1996 models with tall bung and one for late-1996 and later with a flush to the tank bung.

For info and pricing or to get your copy of the 2003 MID-USA en-cycle-pedia, contact MID-USA, 4937 Flyer Ave., St. Louis, MO 63139-1111, 800-632-0024 www.mid-usa.com.

Miscellaneous



SKULL & CROSS BONE AND MALTESE CROSS MIRRORS

These new items from MID-USA have chrome-plated mirrors with non-tinted flat lenses for a true view. Both designs feature die-cast construction with 6-inch-long stems. The Maltese Cross design features a slotted stem with a 4 x 4 mirror, is sold individually and is made to fit the right or left side. The Skull and Cross Bone mirrors feature a bone-shaped mirror stem with 3 1/2-inch O.D. mirrors and are sold as a set for right and left.

For info and pricing or to get your copy of the 2003 MID-USA en-cycle-pedia, contact MID-USA at 800-632-0024 www.mid-usa.com.

Miscellaneous



CHOPPERS INC. PRODUCTS

MID-USA recently added Choppers Inc. to their line of suppliers. From handlebars, risers, grips, footpegs, taillights, jockey shift knobs, oil tank caps to velocity stacks, MID-USA will be carrying everything you need from the East Coast chopper kingpin.

For info and pricing or to get your copy of the 2003 MID-USA en-cycle-pedia, contact MID-USA at www.mid-usa.com.

Sheet Metal



BIKER'S CHOICE CUSTOM WIDE FENDERS

Biker's Choice now sells an exclusive, custom wide rear fender. It not only looks good, it's also affordable. Made from heavy-gauge CRS steel, the fender comes in its natural state and has no mounting holes to allow for a perfect custom fit. The 9-inch wide fender is made from one piece, whereas the 8.5-, 10- and 11-inch widths are manufactured from two halves. All of their fenders are of high-quality workmanship. For your Biker's Choice dealer call 800-343-9687.

Sheet Metal



ADVANCED CARBON COMPOSITES

Here's another approach to custom fenders and tanks: wrap them in carbon fiber. Advanced Carbon Composites has a process they use to permanently bond carbon fiber to your tanks and fenders. You send them your part and they apply a layer of carbon fiber to it. Next they impregnate the carbon with multiple layers of UV-stable exterior grade resin. The parts are then sanded down to a 1,000-grit surface and then sprayed with an automotive urethane clear to yield a striking finish. This treatment comes in natural carbon, as well as six different candy colors and metal flake. Call them for pricing at 800-300-9813. Advanced Carbon Composites Inc., 6127 Anno Avenue, Orlando, FL 32809; 407-859-6153, 407-859-0067; www.carbonfiberhelmets.com.

Sheet Metal



CUSTOM CYCLE'S CURVED RETRO

Custom Cycle Creations has created the Curved Retro chopper tank, which comes with flush mount cap. It features an all-steel construction, and recessed, hidden rubber mounts. Now available with traditional thread-in, or flush-mount pop-up caps. Any amount of stretch you desire is available upon request and every Custom Cycle Creation tank is handcrafted from sturdy, 18-gauge steel for years of dependability.

Custom Cycle Creations, 6810 Avenida Encinitas, Suite A, Carlsbad, CA 92008; 760-930-0172; www.customcyclecreations.com.

Sheet Metal



CUSTOM CYCLE'S FRISCO-STYLE

Custom Cycle Creations is also introducing the High Rid'en Frisco-style gas tank, featuring a raised cap. The tank features an all-steel construction, and recessed, hidden rubber mounts. Available with traditional thread-in, or flush-mount pop-up caps. Custom Cycle Creation tanks are handcrafted from sturdy, 18-gauge steel for dependability down the road.

Custom Cycle Creations, 6810 Avenida Encinitas, Suite A, Carlsbad, CA 92008; 760-930-0172; www.customcyclecreations.com.

Sheet Metal



DMW

DMW stands for Dikvax Metal Works, a fabrication shop that specializes in one-off, custom components for choppers. They offer tank stretches, fabricate flush bottoms, and custom fenders, all built individually to the customers specs, the old fashioned way, one at a time. DMW is the exclusive supplier of stretched tanks for BMC Choppers. Shown here is a custom, Sportster-style tank featuring a pair of 6-inch neon lights that are mounted flush in the bottom of the tank. Give them a call and discuss your needs. Dikvax Metal Works, 63010 Plateau Drive #3 Bend, OR 97702 541-318-0393

Sheet Metal



INDEPENDENT GAS TANK CO.

Independent Gas Tank Co. is now making a new, Straight Up chopper gas tank. The Straight Up is perfect if you're want that old-school look or for a new-school take on the days of old. Either way the Straight Up tank is sure to make your ride grab all the attention it deserves.

Also a creation by Independent Gas Tank Co., this Aero-style, 5-inch stretched gas tank is 25 inches long by 14 inches wide. It's handcrafted from 16-gauge, cold-rolled steel that's TIG welded and pressure tested for the best tank you can buy. Independent Gas Tank Co. 480-633-6700; www.independentgastank.com.

Sheet Metal



PRO-ONE FENDERS

So you've got the big meat, now how are you gonna keep it from throwing roadkill all over you and your precious mount? Pro-One has you covered with their new Pro-Fatty rear fender. Custom fabricated from a single piece of heavy-gauge steel, with no welded seams, these awesome units measure a full 9 inches in width, plenty wide enough to house today's popular big meat tires. They even have wire tubes welded in to protect your wiring. Choose from Contour, Heritage, or Bobbed styles. For complete details call 800-884-4173 or see the complete Pro-One line at www.pro-one.com.

Sheet Metal



PRO STRETCH TANKS

Pro-One offers builders a selection of custom tanks that live up to the company's reputation for high-quality and precision fit. These hand-formed aluminum tanks are available in stock, 2-inch and 5-inch stretch and capacities of 4.2 and 4.5 gallons. Pro Stretch tanks feature a "seat pocket" for smooth transition from tank to seat and can be ordered with flush mount or screw in center mount caps. Available for a wide variety of custom applications these tanks are designed with low, flowing lines that provide a streamlined appearance for just about any custom scooter. For complete details call 800-884-4173 or catch Pro-One on the Web at www.pro-one.com.

Sheet Metal



XTREME CYCLE DESIGN

Xtreme Cycle Design's handcrafted sheet metal designs are made specifically to enhance the Xtreme chopper style. Xtreme now makes two different styles of gas tanks the XS-Model and the XC-Model tank shown in photo. Also check out their blank 11-inch, hardtail fender and the strutless 11-inch Softail fenders available custom-fabricated to order. Oil bags are hand-formed and precision fitted and welded to conform to the smooth flowing lines of the Xtreme frames. To get more information call 714-628-1855 or visit them on the Web at www.xtremeframes.com.

Transmissions



BAKER'S 5-SPEED AND 6-SPEED RIGHT-SIDE DRIVE TRANSMISSIONS

Until now, using very large tires on a big twin aftermarket frame meant that you had to offset both the engine and the transmission to the left side so the secondary drive belt or chain clears the tire.

Offsetting the drivetrain certainly solves the tire-clearance problem, but it also opens a whole new can of worms: By moving the transmission and engine away from the frame's centerline, you quickly come to realize that your motorcycle is no longer balanced. The bike feels surprisingly light on left turns, while right turns require much more effort on your part.

Call Baker at 517-339-3835; www.bakerdrivetrain.com.

Transmissions



JIMS COMPLETE TWIN CAM TRANSMISSION

JIMS now offers complete transmissions for use on Harley Twin Cam motorcycles and aftermarket twin cam-style frames. JIMS full-sized forged gears are pre-assembled in a brand new H-D stock case ready to bolt on to any custom or stock Twin Cam engine. These transmissions are available in 5- or 6-speed configurations with pro-cut or clean-cut gears and a choice of either black wrinkle or plain aluminum case finishes. All JIMS transmissions are 100% American made and come with a one year unlimited mileage manufacture warranty. In addition, JIMS new 6-speed transmission for a 4-speed frame is now shipping. For more information on these and other JIMS products, call 805-482-6913 or visit www.jimsusa.com.

Transmissions

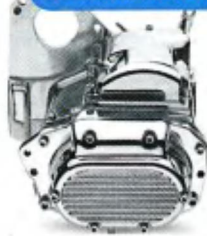


PHOENIX 5-SPEED TRANSMISSIONS FOR SOFTAIL MODELS

Phoenix 5-speed trannies are packed with features and offer an economical alternative to replacing a stock unit. They have a 200-style shift cam assembly with an updated fourth gear design that is compatible with electronic speedometer pick-ups. Seen here in black wrinkle finish, the tranny comes with either a stock ratio 3.24:1 or close ratio 2.94:1 first gear. These transmissions will fit all Softail models from 1990 through 1999. The black wrinkle transmission retails for \$928.

Call Custom Chrome at 800-729-3332 to find a dealer near you or log on to www.customchrome.com for more info.

Transmissions



PHOENIX POLISHED 5-SPEED TRANSMISSIONS FOR SOFTAILS

Phoenix 5-speed trannies are also available in a show-polished finish for your custom ride. The polished tranny comes with either a stock ratio 3.24:1 or close ratio 2.94:1 first gear. These transmissions will fit all Softail models from 1990 through 1999. The polished version retails for just \$999.

Call Custom Chrome at 800-729-3332 to find a dealer near you or log on to www.customchrome.com for more info.

Transmissions



PHOENIX 5-SPEED TRANSMISSIONS FOR TWIN CAM SOFTAILS

Custom Chrome carries these affordable transmissions in either black wrinkle or polished finishes. They feature a 2000-and-later shift cam assembly and have an upgraded fourth gear for electronic speedometer pick-up. They fit all Twin Cam Softail models from 2000 and on. These transmissions are available with 2.94:1- or 3.24:1-ratio first gear and retail for \$1,199 (black wrinkle) and \$1,299 (polished).

Call Custom Chrome at 800-729-3332 to find a dealer near you or log on to www.customchrome.com for more info.

Transmissions



PHOENIX 5-SPEED TRANSMISSIONS FOR TWIN CAM SOFTAILS

Custom Chrome carries these affordable transmissions in either black wrinkle or polished finishes. They feature a 2000-and-later shift cam assembly and have an upgraded fourth gear for electronic speedometer pick-up. They fit all Twin Cam Softail models from 2000 and on. These transmissions are available with 2.94:1- or 3.24:1-ratio first gear and retail for \$1,199 (black wrinkle) and \$1,299 (polished).

Call Custom Chrome at 800-729-3332 to find a dealer near you or log on to www.customchrome.com for more info.

Transmissions



REVTECH 6-SPEED OVERDRIVE TRANSMISSIONS FOR TWIN CAM SOFTAIL MODELS

Seen here in a black wrinkle finish, these transmissions feature a smoother case design and a 2.94:1 ratio first gear and require a speedometer recalibration unit (Part #58-318) if using a factory electronic speedometer from 1996 through 2002. The transmissions fit all Twin Cam Softail models from 2000 through 2002 and retail for \$1,869.

Call Custom Chrome at 800-729-3332 to find a dealer near you or log on to www.customchrome.com for more info.

Transmissions



REVTECH 6-SPEED POLISHED TRANSMISSIONS FOR TWIN CAM SOFTAIL MODELS

Seen above in a polished finish, these transmissions fit all Twin Cam Softail models from 2000 through 2002 and retail for \$1,969.

Call Custom Chrome at 800-729-3332 to find a dealer near you or log on to www.customchrome.com for more info.

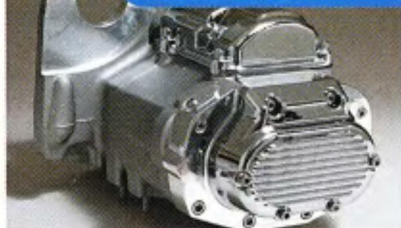
Transmissions



TP QUICKSHIFT KIT AND TP PRO-SERIES TRANSMISSION DOORS

Harley-Davidson engines have been gracing our roads and serving our needs since their inception in 1985. Many miles and many stories later it may be time to give back to your bike what your bike has given to you. This is now possible thanks to a couple of TP Engineering's newest products aimed at both Harley and aftermarket, V-twin engines. Designed to fit '87 and up Evo big twins, the TP Pro-Series, custom 6061-T6 chrome billet transmission door is combined with an Andrews 5-speed, close ratio gear set, main shaft and countershaft to provide you with a quicker, smoother and quieter transmission. Call TP Engineering 203-744-4960, or visit them on the Web at www.tpeng.com for more information.

Transmissions



MILWAUKEE TWINS 6-SPEED TRANSMISSION

Designed to fit 1990-99 Softail models, these trannies are ready to run—just install your clutch cable and add oil. Choose from either cast (natural finish) or black finish on the transmission case. You'll get a chrome-plated top cover, side cover and shifter rod lever. There are provisions for an electronic speedometer sending unit. The access door is CNC-machined from A6061-T6 billet aluminum. Clutch release pushrods are included. The 2.94:1 close-ratio first gear will add about 5 to 7 mph of useable first gear. Includes 12-month manufacturer's warranty and statement of origin. Natural finish retails for \$1,499.99 and it's \$1,699.99 for black finish. Call 800-397-4844 for more information or go to www.jpcycles.com.

Wheels



BILLET BOYS

A manufacturer of billet aluminum parts and dress-up accessories for cruiser motorcycles, Billet Boys also offers a complete line of custom motorcycle wheels. Each one of these beautiful spoked wheels incorporates Billet Boys' billet aluminum hubs. To achieve their striking looks, Billet Boys uses special, heavy-gauge spokes, and Akront aluminum rims. Billet Boys' spoked wheels are made in the USA and are available in many sizes. Call Billet Boys at 510-471-3026 or log on to www.billetboys.com to view more of their products online.

Wheels



BLACK BIKE

A longtime provider of specially made custom wheels for a host of famed master bike builders, Black Bike offers custom spoked wheels in a wide variety of combinations. If you want the skinny on the latest and hottest custom wheel trends for your too cool custom sled, search no farther.

Call Black Bike for all your wheel needs at 818-341-2550.

Wheels



BLACK BIKE SUPER SPOKE

Black Bike offers an outrageous line of wheels dubbed the Super Seven that include 15-, 16-, 17-, and 18-x-7-inch wheels. Also available are 15 x 8 and 18 x 9, for the Metzeler 240 x 18 tire. Black Bike carries all brands of rims, including Excel, Sun and their own custom line. Call Black Bike for all your very special needs at 818-341-2550.

Wheels



BLACK BIKE

Black Bike is a company with its finger firmly planted on the pulse of our custom motorcycle industry (whatever that means). Black Bike offers anodizing, powdercoating, chrome, stainless, in other words, they do it all. And Black Bike carries all brands of rims. Call 'em up at 818-341-2550.

Wheels



CARRIAGE WORKS

Carriage Works offers 1-piece, forged aluminum rims for use on Harley-Davidson motorcycles. They feature a unique fabrication process that generates a radical grain structure in the metal that makes the wheels up to 40% stronger than standard cast, welded or bolted together rims. These hot-forged wheels provide a show-quality finish and their construction allows chrome plating without the porosity problems associated with other manufacturing methods. Matching brake rotors and pulleys, as well as engine covers are also available for a one-of-a-kind look.

Call Chrome Specialties for more information at 800-597-6463 or log on to their Web site www.chromespecialties.com.

Wheels



EUROCOMPONENTS

Eurocomponents' 1-piece aluminum wheels are available in 3-spoke, 5-spoke, and 10-spoke styles. These colossal wheels are nonetheless extremely light thanks to an innovative manufacturing process. The rear wheel has a stunning total width of 9 inches and a depth from the right wheel rim of 7.50 inches. Front wheels are available in 21 x 2.75, 18 x 4, 16 x 4, and rear wheels in 18 x 9, 16 x 9, 17 x 6.5. Pulleys, brake rotors, ceramic-coated rotors and drive-side brake-and-pulley combos are available with matching patterns. Each wheel is available with single or dual flange and your choice of polished or black powdercoat finish. Call Eurocomponents 386-274-5729 for more info, or log on to their Web site to see many more imported motorcycle products online at www.eurocomponentsusa.com.

Wheels



KENNEDYS CUSTOM M/C

It's hard to beat the original, 80-, 120-, 160- and 240-spoke wheels from Pat Kennedys Custom Motorcycles Inc., each one of these wheels is assembled by hand and equipped with Pat's own custom stainless steel hub. You have a choice of straight, twisted, ripple or new diamond spokes and a chrome-plated steel rim. All Pat's multiple-spoke wheels are complete with internal spacers, bearings, and seals. They are designed to fit all disc brake models after 1973 that are 15, 16, 17, 18, 19 and 21 inches in diameter, and 2.15, 3.5, 4.5, 5.5, 6 and 8.5 inches in width.

Contact Pat Kennedys Custom Motorcycles Inc. at 520-432-1330 for more information or log on to their Web site at www.kennedyschopper.com.

Wheels

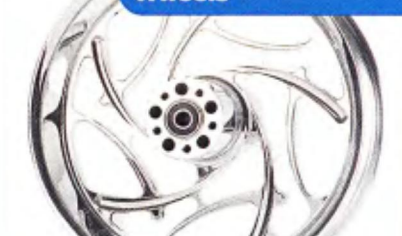


STAMPEDE WHEELS

Stampede wheels are manufactured on state-of-the-art CNC milling machines. These wheels feature a billet construction and are available in five styles including Triblade, Walking Star, Sunstar, Spoked, and Split 5. Precision machining on all these wheels provides optimum balance. Each wheel comes complete with factory-set bearing tolerances, seals, chrome hardware and valve stem. Matching pulleys and rotors are also in stock.

Call MC Advantages at 800-726-9620 or log on to their Web site at www.mcadvantages.com.

Wheels



ARLEN NESS SPINNER

Arlen Ness builds Spinner wheels from 1-piece 6061-T6 forged aluminum. The advanced 1-piece design gives these wheels exceptional strength. This is the foundation for all Arlen Ness custom wheels. From there, Arlen Ness employs advanced design techniques in the production of these wheels.

Call Arlen Ness at 510-276-3303 or log on to Arlen's Web site at: www.arlenness.com.

Wheels



ARLEN NESS FANG

Arlen Ness builds Fang billet wheels in an advanced 1-piece design gives these wheels exceptional strength. The dramatic profiles and sleek curves combine with strength and performance to produce one of the highest-quality custom wheels on the market. For over 30 years Arlen Ness has consistently brought you some of the best custom designs out there. All Arlen Ness custom wheels not only meet all of their own strict design and production specifications, they meet and exceed the industry's requirements. Call Arlen Ness at 510-276-3303 or log on to www.arlenness.com.

Wheels



ARLEN NESS

Arlen Ness builds Hammer, Spinner and Fang wheels from 1-piece 6061-T6 forged aluminum. The advanced 1-piece design gives these wheels exceptional strength. This is the foundation for all Arlen Ness custom wheels. From there, Arlen Ness employs advanced design techniques in the production of these wheels. The dramatic profiles and sleek curves combine with strength and performance to produce one of the highest-quality custom wheels on the market. For over 30 years Arlen Ness has consistently brought you some of the best custom designs out there. All Arlen Ness custom wheels not only meet all of their own strict design and production specifications, they meet and exceed the industry's requirements. Call Arlen Ness at 510-276-3303 or log on to www.arlenness.com.

Wheels



PERFORMANCE MACHINE

For 2003, PM is releasing three entirely new wheel designs. The Vader is a throwback to the origins of custom motorcycle wheels with a major update in technology. This clean and subtle wheel will look at home on a retro chopper as well as a modern bagger. The Gatlin is an entirely fresh design that seems to defy all previous perception of what can be carved from aluminum. The spokes burst from the hub into a web before splitting into individual talons and meeting the rim. Finally the Hooligan is a study in machined aluminum detailing. Each spoke shows more depth and contours as it emerges from the hub. As with all PM products, the 2003 wheels have been subjected to rigorous testing to ensure a high-quality, long-lasting product. Call 714-523-3000 or log on to www.performance-machine.com.

Wheels



REVTECH

Made from one solid piece of forged billet aluminum with absolutely no welded seams, these RevTech custom wheels are another product of the "split and spin" technology and are arguably the hottest ticket in town. From the classic simplicity of polished RevPro solid wheels to the wild shape of the sparkling chrome Inferno, there's a wide range of styles that can accent the design of any bike. Pick your style, make your statement with RevTech technically superior wheels. All styles are either hand-polished or show chromed and feature a clean, single-disc hub pattern with no extra, useless holes.

Call Custom Chrome at 408-778-0500 and ask for your dealer sales rep or log on to www.customchrome.com for more information.

Wheels



RC COMPONENTS VORTEX

RC Components' ever-growing arsenal of forged motorcycle wheels includes some new and bold designs such as the Vortex. Clean and simple lines make the Vortex an elegant wheel for the full custom or for the everyday rider. Also available for the Vortex and RC Components' other wheels, are matching rotors and pulleys. Sizes range from 15 inches to the new 21 x 3.5. The Vortex wheel comes standard with full show-polish and is available in chrome.

Call RC Components at 888-721-6495 for more info, or log on to their Web site at www.rccomponents.com.

Wheels



RC COMPONENTS VORTEX FIVE

Check out this Vortex five-point billet wheel by the folks at RC Components. As with many other RC Components designs, this swirl wheel look also has matching rotors and pulleys. Available in full show-polish or chrome.

Call RC Components at 888-721-6495 for more info, or log on to their Web site at www.rccomponents.com.

Wheels

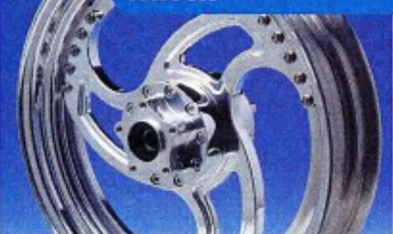


RC COMPONENTS FIVE POINT

RC Components is proud to offer this sexy five-point star pattern custom wheel for your bike. Clean lines make the five-point the wheel for you! You can also get this design with matching rotors and pulley to set off your special construction of Harley-Davidson motorcycle. Sizes range from 15 inches to the new 21 x 3.5. As with the other wheels seen here, the RC Components five-point wheel comes standard with full show-polish and is also available in chrome.

Call RC Components at 888-721-6495 for more info, or log on to their Web site at www.rccomponents.com.

Wheels



RST WHEELS

These RST wheels are made in Germany with high-grade F39 billet aluminum. This specially produced material has more strength than the popular aircraft-aluminum. The hub is bolted to the rim with 15 titanium bolts and nuts and the integrated front hub is the same width as a stock Softail front hub. All RST wheels are completely assembled with Timken-style bearings for easy installation. RST wheels by Custom Chrome are available in three different styles, High-Tech, New-Style and Solid-Disc. Front Wheel Assemblies are available for FX Softail, Dyna Wide Glide and 4-speed FXWG Models from 1984 through 1999 (except Springer Softail Models). Call Custom Chrome at 408-778-0500 and ask for your dealer sales representative or log on to www.customchrome.com for more information.

Wheels



THUNDER CYCLE DESIGNS' TICO

Eddie Trotta of Thunder Cycle Designs puts his imagination to work in overdrive whenever he's hired to design and produce the one-of-a-kind, two-wheeled fantasy bikes we've come to expect from the Florida-based master builder. Loaded with cutting-edge technical innovations and stylistic features, Eddie's custom motorcycles always stand out from the lot. Pictured here is the Tico design wheel.

Call 954-763-2100 or log on to www.thundercycle.com for more information, and to view more one-of-a-kind Thunder Cycle Designs products.

Wheels



THUNDER CYCLE DESIGNS' SLICE

Thunder Cycle Designs offers a wide selection of distinctive custom parts including exhaust pipes, sheet metal, footpegs and grips, and wheels of course. Pictured here is the aptly named Slice design wheel.

Call 954-763-2100 or log on to www.thundercycle.com for more information, and to view more one-of-a-kind Thunder Cycle Designs products.

Wheels



THUNDER CYCLE DESIGNS

Eddie Trotta of Thunder Cycle Designs puts his imagination to work in overdrive whenever he's hired to design and produce the one-of-a-kind, two-wheeled fantasy bikes we've come to expect from the Florida-based master builder. Loaded with cutting-edge technical innovations and stylistic features, Eddie's custom motorcycles always stand out from the lot. Thunder Cycle Designs offers a wide selection of distinctive custom parts including exhaust pipes, sheet metal, footpegs and grips, and wheels of course. Pictured here are the King, Tico, and Slice designs.

Call 954-763-2100 or log on to www.thundercycle.com for more information, and to view more one-of-a-kind Thunder Cycle Designs products.

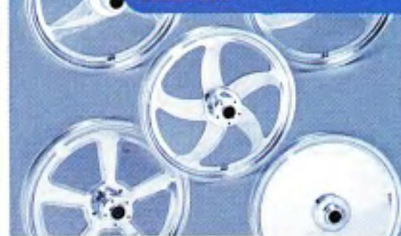
Wheels



WELD RACING

From Weld Racing, makers of NASCAR wheels, come a series of motorcycle wheels that are manufactured from the "split and spin" method, where the billet is split along the outside edge before being rolled outward and spun into the final shape of the rim. The result is a 1-piece rim and wheel web. Three bold designs are available in polished or chromed finish from Chrome Specialties. Call them at 800-597-6463, or log on to www.chromespecialties.com for more information.

Wheels



WIN PRODUCTS

These high-quality custom wheels are precision machined in the USA and come in a polished finish. Each wheel comes complete with hub and Timken bearing kit and are ready to bolt on. They are available in 10 different designs that will fit front and rear applications for all model bikes.

Contact Win Products 805-531-1000 for more information.

Wheels



XTREME MACHINE

Xtreme Machine is quickly making a name for itself in the wheel business for their cool innovative designs. The people at Xtreme Machine seem to beat boredom by designing more new wheel designs every week (or so it seems). All their models are available in most common sizes and come fully polished or chrome plated. Matching pulleys, sprockets and rotors are also available.

Call Xtreme Machine at 217-291-0200 to order or visit their site on the World Wide Web at www.xtrememachineusa.com.

Wheels

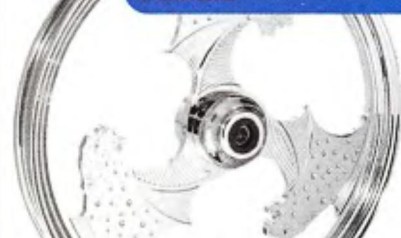


XTREME MACHINE DESIGNS

Xtreme Machine has become known around the world for their unique wheel designs. In fact, they won last year's V-Twin "Industry Award" for their five-spoke chopper wheel design. If you can dream it, Xtreme Machine can make it.

Call Xtreme Machine at 217-291-0200 to order or visit their site on the World Wide Web at www.xtrememachineusa.com.

Wheels

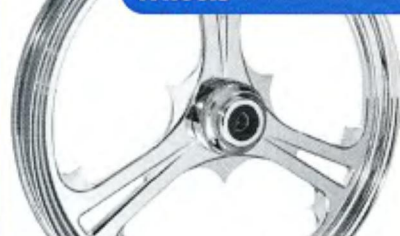


XTREME MACHINE ACCESSORIES

All Xtreme Machine wheel designs are available in most common sizes and come fully polished or chrome plated. Matching pulleys, sprockets and rotors are also available.

Call Xtreme Machine at 217-291-0200 to order or visit their site on the World Wide Web at www.xtrememachineusa.com.

Wheels



XTREME MACHINE THREE

Here's just another example of a great Xtreme Machine designed wheel. Whether you want a 3-spoke, 5-spoke, or completely custom pattern, Xtreme Machine has the wheel for you. All their models are available in most common sizes and come fully polished or chrome plated.

Call Xtreme Machine at 217-291-0200 to order or visit their site on the World Wide Web at www.xtrememachineusa.com.

Wheels



XTREME MACHINE SPIN

Put a new spin on your custom bike with Xtreme Machine. The people at Xtreme Machine design more new wheel designs every week so don't forget to check their Web site for the latest designs. All their models are available in most common sizes and come fully polished or chrome plated.

Call Xtreme Machine at 217-291-0200 to order or visit their site on the World Wide Web at www.xtrememachineusa.com.

Wheels



ULTIMA 80-SPOKE WHEELS

Ultima 80-spoke, 16-inch wheels with 3-inch x 16-inch chrome plated drop center rim are available with chrome-plated hub and choice of spokes: chrome plated, stainless steel or chrome plated twisted. Assemblies are trued and ready for installation.

See your local Midwest Motorcycle Supply dealer or log on to www.midwest-mc.com for more information.

Wheels



ULTIMA 80-SPOKE WHEELS

Ultima 80-spoke, 16-inch wheels with 3-inch x 16-inch chrome plated drop center rim are available with chrome-plated hub and choice of spokes: chrome plated, stainless steel or chrome plated twisted. Assemblies are trued and ready for installation.

See your local Midwest Motorcycle Supply dealer or log on to www.midwest-mc.com for more information.

Wheels



ULTIMA WIDE 60-SPOKE WHEELS

These Ultima's are an answer for the budget-minded customer who wants a wide wheel that won't break the bank account. Chrome wide steel rim, spokes and steel hub are just what you need for any 180- or 200-series, wide frame applications. Rear hub features a 0.900-inch extension to minimize pulley spacers and the bearing is moved outboard to help prevent bent axles. Hub includes all bearing, seal and spacer parts. Wheel assemblies are sealed so that they can be used with tubeless tire applications.

See your local Midwest Motorcycle Supply dealer or log on to www.midwest-mc.com for more information.

Wheels



ULTIMA 40 SPOKE WHEELS

These Ultima 40-spoke, 16-inch wheels with 3-inch x 16-inch chrome-plated drop center rim fit big twin FX and FL, 1973 through 1984. Available with chrome-plated hub and your choice of either stock style chrome-plated spokes, stock-style stainless steel spokes or chrome-plated twisted spokes. These wheels are complete assemblies — trued and ready for installation.

See your local Midwest Motorcycle Supply dealer or log on to www.midwest-mc.com for more information.

Wheels



EGOTRIPP'S 45 CUSTOM WHEEL AND MATCHING ACCESSORY PATTERNS

EgoTripp Wheels and Accessories has an extensive selection of patterns, sizes, and finitms for any motorcycle. All of their products are manufactured in their state-of-the-art facility. EgoTripp can handle all stock domestic V-twin bike applications, as well as custom setups: right-side drives or inboard brakes.

Call them at 800-741-1814 or visit them online at www.egotrippwheels.com for a free brochure and information.

Wheels



EGOTRIPP WINS WHEEL OF THE YEAR

Congratulations to EgoTripp Wheels, winner of the 2003 V-Twin Industry Award for this three-spoke spiderweb wheel design. The wheel won the prestigious "Wheel Design of the Year" Award. All EgoTripp products are manufactured in their state-of-the-art facility using only premium heat-treated forgings, billet bar, and plate stock in all of their components.

Call them at 800-741-1814 or visit them online at www.egotrippwheels.com for a free brochure and information.

Wheels



EGOTRIPP'S MATCHING ROTORS AND PULLEYS

EgoTripp uses only premium heat-treated forgings, billet bar, and plate stock in all of their components. Their brake rotors are made from 420 stainless steel. Their wheels, pulleys, sprockets and brakes are cut in matching patterns. EgoTripp can handle all stock domestic V-twin applications, as well as custom setups: right-side drives or inboard brakes.

Call them at 800-741-1814 or visit them online at www.egotrippwheels.com for a free brochure and information.

Wheels



XTREME BILLET WHEELS

CNC machined from 1-piece aluminum forging, these wheel assemblies are available in polished or chrome finish. Matching belt pulleys and brake rotors are also available.

To get more information call 714-628-1855 or visit them on the Web at www.xtremecycledesign.com.

Wheels



XTREME 8-SPOKE BILLET WHEELS

These wheel assemblies include hubs, sealed roller bearings, properly sized bearing center spacer, races, seals and necessary hardware. Available in polished or chrome finish. Matching belt pulleys and brake rotors are also available.

To get more information call 714-628-1855 or visit them on the Web at www.xtremecycledesign.com.

Wide Tire Kits



ALLOY ART WIDE TIRE KIT

Alloy Art designed a wide-tire kit that allows you to mount a 180-series rear tire with 5.5-inch rim, and 8.5-inch fender, while retaining your stock swingarm and stock belt on all Harley-Davidson Softail frames. Note: '86 to '99 models will require a belt conversion. Alloy Art also has a 2-piece strut set for Softail frames. It's available with long and short arms to match whatever fender you want to run. Both versions come with Alloy Art's injection molded lenses and new, high-output LED lights that have a 70-degree visual range.

Call Alloy Art Inc. 626-963-5021 to find out more about their products or log on to their site on the Web at www.alloyart.com.

Wide Tire Kits



ROLLING THUNDER RIGHT-SIDE DRIVE FRAME KIT

Rolling Thunder now offers an elegant frame that has been specially designed to use a relocated final drive belt that allows you to easily accommodate 240- and 250-series rear tires. Using a right-side final drive makes it possible to center both the engine and primary drive assemblies in the frame, making for a better looking, better handling bike. Available for both softail-style and rigid frames, this right-side drive frame requires a right-side drive transmission (shown, but not included in the kit).

Call 800-811-8904 for more information, or log on to www.chromespecialties.com.

Wide Tire Kits



EUROCOMPONENTS GOES WIDE WITH V-RODS

Harley-Davidson made a big splash in the V-twin market with the introduction of its V-Rod, but the aftermarket industry didn't waste time coming up with hot items to accessorize H-D's muscle-bound street fighter.

Going much deeper than its anodized aluminum skin, Eurocomponents now offers a 240-tire swingarm conversion kit for V-Rods. The comprehensive kit includes extra-wide polished swingarm, swingarm axle, wheel axle, transmission offset pulley, shock spacers, brake gap supports, plus all the necessary spacers and hardware.

The result is striking to say the least, and you will get a chance to get a closer look at this V-Rod wide tire kit in next month's issue of *Easyriders*.

The 240-tire conversion kit for V-Rods is available only from Eurocomponents Inc. 386-274-5729. Web site: www.eurocomponentsusa.com

Wide Tire Kits



PARAMOUNT CUSTOM CYCLES' ANSWER TO THE WIDE-TIRE DILEMMA

Paramount Custom Cycles says they have solved the problem of the engine-to-primary offset by designing a very strong offset bearing support system for use on custom motorcycles. This system features complete lateral support on the engine mainshaft on the inside of the primary pulley. It allows the motor to be balanced and centered in the chassis, while driving the widest tires available. The kit comes complete with mainshaft offset extension, a trick, billet outer support unit, primary extension, and an overkill, 35mm, 10,000 rpm bearing to support the mainshaft offset extension. This unit has been specially designed for the Paramount Custom Cycles HCH and SS line of frames.

Call Paramount Custom Cycles at 775-324-2445 for more info, or visit their Web site: www.paramountcycles.com.

Wide Tire Kits



PM PHATAIL KIT

Convinced your Softail has presence? Think your Fat Boy is actually fat? Not with that cute little wheel on the back it isn't. Performance Machine understands your pain and has the solution. The PM Phat Tail Kit will allow you to run an 18-x-8.5-inch wheel on your stock frame, with only minor modifications. It's true, the kit includes all of the components necessary to convert your medium boy into a street going monster able to scare small children and make grown women swoon. The bolt-on kit for 1991 and newer Softails does not offset the trans or require a custom frame and can be installed by any competent bike shop. It includes swingarm, fender, billet fender struts, all necessary trans parts and detailed step-by-step instructions. To complete the Phat Tail package, order a PM forged 18-x-8.5-inch wheel, pulley and brake system.

For more information, call Performance Machine Inc. 714-523-3000 or log on to www.performancemachine.com.

Wide Tire Kits



PRIMO BELT DRIVES' FAT BACK KIT

Belt drives are here to stay. The low maintenance and ultra-durability characteristics of the modern belt drives are now taken for granted. This reliability factor is now available in a 2-inch-wide belt design for high-performance motorcycles needing above average performance when transferring power from a high-performance motor to a super-wide rear wheel and tire assembly. This 2-inch-wide rear belt drive system requires the use of a proprietary frame, and swingarm assembly for clearance reasons.

The Primo Belt Drives Fat Back rear belt drive kit includes: Pro Street Frameworks chassis with swingarm, extra length trans-mission main shaft, transmission pulley, rear wheel pulley, 2-inch-wide rear belt, and specifically configured Brute IV or Brute V belt drive.

Contact Primo Belt Drives at 562-907-2600 or log on to www.riveraengineering.com for more information.

Wide Tire Kits

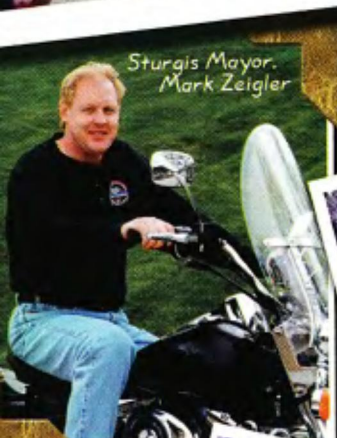
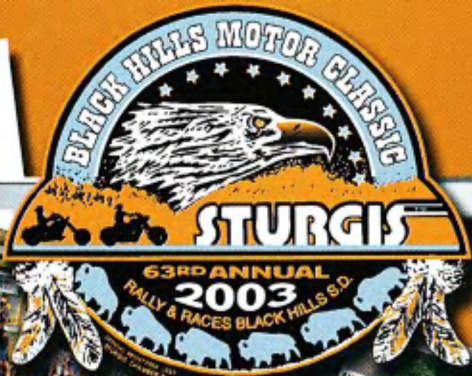


DOHERTY'S FAT 200 CONVERSION

The engineers at Doherty Machine have just released a bolt-on kit that allows owners of all 2000 and later Softails to run 200-series tires while using the stock factory swingarm. The Fat 200 Conversion features only the finest quality materials, American craftsmanship and everything required for a simple, hassle-free installation. You'll get a complete rear wheel assembly made up of a 5.5-x-8-inch rim with 40 stainless steel spokes, chrome-plated billet aluminum hub and premium 200 rubber. A rugged, strutless 9-inch rear fender, custom fabricated for this application comes finished and ready to paint. Extreme duty front and rear sprockets are included as is a premium roller chain, chrome chain guard, superior quality gaskets, seals and aircraft quality mounting hardware. The 100% designed, engineered and made-in-the USA Fat 200 conversion is supplied with comprehensive instructions including how-to photos. Engineered to provide a great ride, the conversion requires no wheel offset and centers to factory specifications. If you're after that wide look without the hassles and expense of butchering your ride's chassis call Doherty Machine at 928-541-7744 or go to www.dohertymachine.com.

Sturgis

August 4th-10th 2003



Sturgis Mayor.
Mark Zeigler

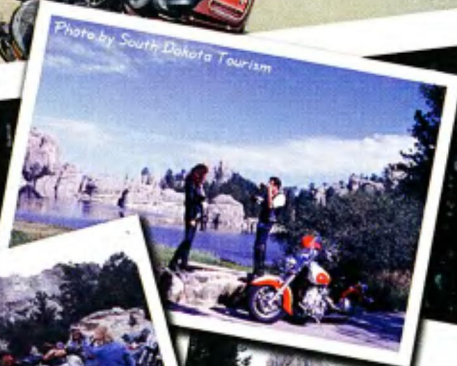


Photo by South Dakota Tourism

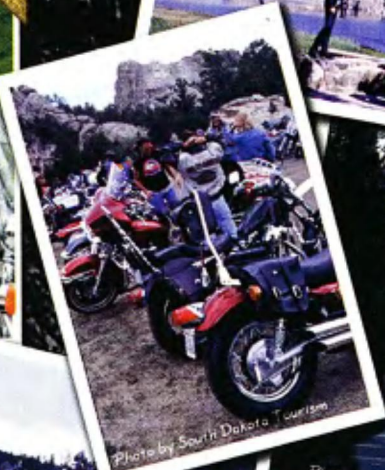


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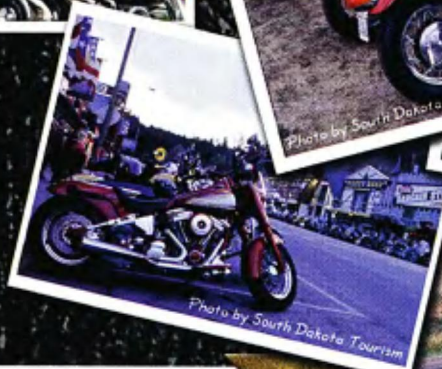


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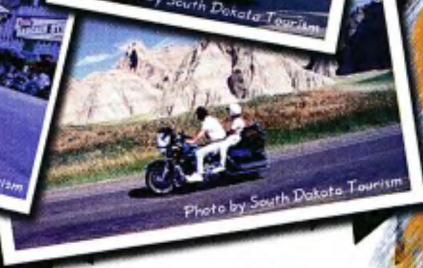


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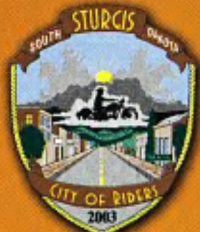


Sturgis Half Mile 2002

Photo courtesy of Meade County Times
Taken by Jason Gross

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For more information, please contact:
City of Sturgis Rally Dept.
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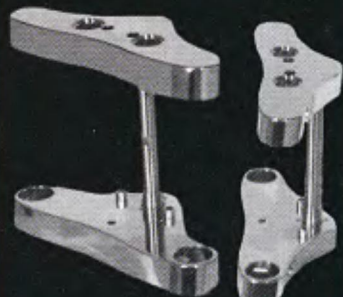
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